

**Consultation on the London Plan**  
Response from the Ramblers  
March 2018

Introduction

The Ramblers is the largest charity promoting walking in the UK, with around 110,000 members nationally and nearly 13,000 in Greater London.

Whilst the Ramblers is perhaps best known for our efforts to improve the rural walking environment, we aim to get people walking in towns and cities too, as part of everyday routines, for transport, health and recreation. We have 24 walking groups in London and organise programmes of walks in and around the city including around 20 led-walks within London every week. Amongst other initiatives we:

- protect the infrastructure that enables and encourages people to go walking;
- provide information and support to both new and experienced walkers to support their walking activities;
- lead ***Walking for Health*** in England in partnership with Macmillan Cancer Support. We work in partnership with local authorities, the NHS and other voluntary organisations to support a network of local schemes offering free, short walks led by trained walk leaders.

We support strongly the ambitions in the draft London Plan to make walking and cycling the ‘default choice’ for people moving around the city and for ‘a greener city, with high quality open spaces, parks and commons’. We also agree that good growth is not about growth at any cost, but about creating the kind of places we all want to live and work.

The latest National Travel Survey shows that the number of short journeys taken on foot and the distance walked has decreased over the past decade, while the distance cycled for short journeys has increased 26% in 20 years. This reflects the fact that walking has for many years been the poor relation compared to cycling when it comes to investment. We are not against funding for cycling of course, but believe this shows what sustained investment can do to increase rates of active travel. We will be looking to work with the Mayor to ensure that walking also gets the attention it deserves and to arrest this long term decline.

Chapter 1 – Good growth

1. We support Policy GG1 (*Building strong and inclusive communities*), in particular the proposal to ensure that “*streets and public spaces are planned for people to move around and spend time in comfort and safety, creating places where everyone is welcome, which foster a sense of belonging and community ownership, and where communities can develop and flourish*”.
2. We strongly support the ambitions in this section to:
  - Create places where local amenities are within walking and cycling distance;
  - Integrating land use and transport to achieve the Mayor’s target for 80 per cent of all journeys to be made by walking, cycling and public transport;
  - ensure that new developments are not planned around car use.

3. We support Policy GG2 (*Making the best use of land*), in particular the aims to protect London's open spaces, to promote the creation of new green infrastructure and in particular to plan for good local walking, cycling and public transport connections.
4. We strongly support Policy GG3 (*Creating a healthy city*) and the Healthy Streets approach.
5. We support Policy GG5 (*Growing a good economy*), in particular the aim to '*maximise London's existing and future public transport, walking and cycling network, as well as its network of town centres, to support agglomeration and economic activity*'.
6. Public transport growth should be accompanied by measures to ensure the safe movement of people on foot in and out of mainline stations and onto surrounding streets. Movement in and out of stations during the rush hour can be time consuming, feel dangerous and ultimately be off-putting due to high numbers of people.

## Chapter 2 - Spatial Development Patterns

7. The corridor either side of the Thames Estuary has been identified as a priority area for regeneration and economic development. The development presents an opportunity to join up two iconic routes with National Trail status – the Thames Path and the new England Coast Path. When complete in 2020, the England Coast Path will be the longest continuous coastal walking route in the world, providing a flagship national tourism asset.
8. At present, there is no plan to join up these two iconic routes, though doing so would benefit people living in the Thames Estuary region, as it would provide green/blue traffic-free routes both to central London and the Coast, allowing people to connect with the natural environment every day and making the Estuary a more desirable place to live, work and visit. We believe this aim could be met largely by factoring a new path into any development schemes for the Estuary.
9. We support Policy SD6 (*Town centres*), in particular the aim to promote and enhance vitality and viability by '*delivering sustainable access by walking, cycling and public transport to a range of services and activities, including in new housing developments*'; and the '*delivery of a barrier-free and inclusive town centre environment that meets the needs of all Londoners, with suitably designed crossing points, dropped kerbs and tactile paving, seating and public toilets*'.
10. We support Policy SD8 (Town centres: development principles), in particular the aim to ensure that sites on the edges of centres that are, or can be, well integrated with local walking networks.
11. We agree that Boroughs should undertake town centre health checks regularly (2.9.3). Local Ramblers groups would be keen to be involved in helping with on-the-ground surveys of transport and leisure walking routes.

## Chapter 3 -Design

12. We strongly support Policy D1 (*London's form and characteristics*) and agree that Development Plans, area-based strategies and development proposals should address pedestrian network connectivity, the location of green spaces and urban greening.

13. We support Policy D2 (*Delivering good design*) and agree that evaluations of an area's capacity for growth must take account of transport networks (particularly walking and cycling networks), public transport connectivity (existing and planned), open space networks and green infrastructure
14. We agree that development proposals must give particular consideration to the connectivity and accessibility by walking and cycling (Policy D6 - *Optimising housing density*).
15. We strongly support Policy D7 (*Public realm*) and agree that Development Plans and development proposals should:
  - *Ensure the public realm is safe, accessible, inclusive, attractive, well connected, easy to understand and maintain, and that it relates to the local and historic context, and incorporates the highest quality design, landscaping, planting, street furniture and surfaces*
  - *Maximise the contribution that the public realm makes to encourage active travel and ensure its design discourages travel by car and excessive on-street parking, which can obstruct people's safe enjoyment of the space.*
  - *Be based on an understanding of how the public realm in an area functions and creates a sense of place....identifying where there are deficits for certain activities, or barriers to movement that create severance for pedestrians and cyclists.*
  - *Ensure both the movement function of the public realm and its function as a place are provided for and that the balance of space and time given to each reflects the individual characteristics of the area. Desire lines for people walking and cycling should be a particular focus, including the placement of street crossings.*
  - *Ensure appropriate management and maintenance arrangements are in place for the public realm, which maximise public access and minimise rules governing the space to those required for its safe management in accordance with the Public London Charter.*
  - *The quality of the public realm has a significant influence on quality of life because it affects people's sense of place, security and belonging, as well as having an influence on a range of health and social factors. For this reason, the public realm, and the buildings that frame those spaces, should be multi-functional, attractive, accessible and contribute to the highest possible standards of comfort, good acoustic design, security and ease.*
  - *Ensure that shade and shelter are provided with appropriate types and amounts of seating to encourage people to spend time in a place, where appropriate. This should be done in conjunction with the removal of any unnecessary or dysfunctional clutter or street furniture to ensure the function of the space and pedestrian amenity is improved.*
  - *Explore opportunities for innovative approaches to improving the public realm such as open street events.*
  - *Create an engaging public realm for people of all ages*
  - *Ensure the provision and future management of free drinking water at appropriate locations in new or redeveloped public realm.*
16. Development Plans and proposals should also ensure the provision of toilets, encourage car-free days, and sufficient time for pedestrians to cross busy roads.

17. We support the development of a Public London Charter. Where public spaces previously owned or managed by public bodies become subject to private ownership and management, their accessibility must be protected.
18. Boroughs should have clear rules for public spaces (publicly or privately owned) and conditions on the use. The public(s) interest must be at the forefront of decisions about management. We support the development of an urban 'right to roam' culture through greater public use and engagement with urban public spaces. Urban public-private spaces should be made more 'public' through creative use of leases and licences to encourage enjoyment and a sense of ownership, including walking festivals, street parties and other events that encourage the public to explore cities on foot.
19. We strongly support Policy S5 (*Sports and recreation facilities*) which states that boroughs should: *maintain and promote the Walk London Network, including the Capital Ring, Green Chain Walk, Jubilee Greenway, Jubilee Walkway and London Loop, plus sections of the Lea Valley Walk and Thames Path within Greater London.* . These routes are incredibly popular and are used for both leisure and transport.
20. There are a number of specific improvements which should be made to these routes, including the removal of obstructions, better signage, better links with public transport and safer crossings to extend the health, economic and social benefits from these popular green routes. The Ramblers have compiled a list of these potential improvements (see attached).
21. Whilst these specific improvements need to be carried out at borough level, there is a role for the Mayor to promote these routes, so that they meet their potential as leisure, tourism and transport routes. The Mayor should also encourage the boroughs to work together, where routes cross boundaries, to co-ordinate any necessary works and ensure consistency in signage.
22. There is also potential for the Mayor to create new green routes, such as the Peckham Coal Line and the Camden High Line. These new routes should be supported and encouraged.
23. Ramblers are concerned about the design of shared pedestrian/cyclist routes. There are a number of factors which should be taken into account where shared use routes are proposed – each location is different so an objective assessment of local circumstances is required. These include:
  - Demand – both current and future need
  - Consultation –it is necessary to consult early with a range of different representative bodies to ensure the proposals are acceptable for all.
  - Strategic approach – routes shouldn't be considered in isolation as there can be knock-on effects elsewhere.
  - Widths – the minimum recommended is 3m for unsegregated, with this increased where higher numbers are anticipated. On segregated routes, and where cycling is mainly one-way, preferred minimum effective width on cycle track side is 2m.
  - Gradient – this is likely to have an impact on cycling speeds and needs to be taken into account.
  - Lighting
  - Furniture – the impact of street furniture on the route design and user behaviour needs to be considered.

- Aesthetics – important that route implementation contributes to urban form and character and enhances wherever possible.
  - Maintenance - proposals for future maintenance need to be set out up front, addressing whole-life costs at design stage.
  - Monitoring – there is a need to assess whether scheme is operating satisfactorily, including collation of stakeholder opinions.
24. We support proposals for new river crossings for pedestrians and cyclists. Crossings are by far the best option for pedestrians, who should not have to rely on ferries or walk through a tunnel, particularly at night. Additional bridges will facilitate new walking routes incorporating the Thames Path.
25. When designing the crossings and their approaches, the needs of walkers and cyclists must be considered separately. If poorly designed, shared-use bridges could be unnecessarily hazardous for walkers. Pedestrians should not have to choose between danger from cars or danger from cyclists.

#### Chapter 7 – Heritage and Culture

26. We support Policy HC1 (Heritage conservation and growth) and in particular the aim that Boroughs should improve access to landscapes within their area.

#### Chapter 8 – Green Infrastructure and the Natural Environment

27. We strongly support Policy G1 (*Green infrastructure*) which aims to ensure the protection, planning, design and management of London's network of green and open spaces and green features.
28. We agree that access to Green Belt land should be improved (Policy G2).
29. We agree that Metropolitan Open Land (MOL) should be protected from inappropriate Development and extended where appropriate (Policy G3).
30. We strongly support Policy G4 (*Local green and open space*), calling for the protection and creation of accessible green space.
31. We agree that Boroughs should undertake a needs assessment of local green and open space to inform policy to identify areas of public green and open space deficiency, so that deficiencies can be addressed.
32. We also agree that Development Plans and Opportunity Area Frameworks should include appropriate designations and policies for the protection of green and open space to address deficiencies and that future green and open space needs are planned for.
33. We agree that connectivity across the network of green and open spaces is particularly important and should be taken account of in all relevant plans and strategies.
34. We support Policy G5 (*Urban greening*).
35. We support Policy G7 (*Trees and woodlands*).

## Chapter 9 – Sustainable Infrastructure

36. We agree that the Joint Thames Strategies should cover inclusive public access and recreation infrastructure (9.14.6 & 9.16.3). Please see our comments in points 6 & 7 above about the desirability of and opportunity for joining up the Thames Path and the England Coast Path.

## Chapter 10 - Transport

37. We strongly support Policy T1 (*Strategic approach to transport*) and the aim that 80% of all trips in London be made by foot, cycle or public transport by 2041. We support proposals to rebalance the transport system towards walking, cycling and public transport (10.1.4).
38. We strongly support Policy T2 (*Healthy Streets*) and aims for Development proposals and Development Plans to deliver patterns of land use that facilitate short, regular journeys on foot.
39. We agree that Development Plans should identify opportunities to improve the balance of space given to people so space is used more efficiently and streets are greener and more pleasant.
40. We support the proposal that designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators.
41. We strongly support the proposal to plan transport for London at the network level to ensure walking, cycling and public transport are the first choices for travel (10.2.5, 6). The transport hierarchy, which prioritises walking over other modes of transport – should be adhered to.
42. We support Policy T4 (*Assessing and mitigating transport impacts*).



## **RAMBLERS WISH-LIST FOR THE MAYOR OF LONDON'S WALKING POLICY**

### **DETAILED PROPOSALS**

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## 1. INTRODUCTION AND GENERAL NOTES

- 1.1 The Ramblers is a charity whose goal is to protect the ability of people to enjoy the sense of freedom and benefits that can come from being outdoors on foot. We are an association of people and groups who come together to both enjoy walking and other outdoor pursuits, and also to ensure that we protect and expand the infrastructure and places people go walking. With 100,000 members nationally and nearly 13,000 in Greater London, we are the largest charity promoting walking in the UK.
- 1.2 The Ramblers has six administrative areas in Greater London (Inner London, Essex, Herts and North Middlesex, Bucks and West Middlesex, Surrey and Kent). To represent Ramblers across Greater London, the Ramblers Greater London Forum has been established in seeking to maintain, promote and enhance the city's promoted recreational walking routes.
- 1.3 This paper was prepared by the Ramblers Greater London Forum in response to a request (at a meeting between the ramblers and the Deputy Mayor for Transport on the 11th of July 2016) for a 'wish-list' of actions to improve the seven 'Strategic Walks', especially for road safety, but we have taken this opportunity to include our wishes for other issues affecting these routes.
- 1.4 We have also included our thoughts for the development of new walking routes, and revive some existing ones that have suffered from lack of investment in recent years, to provide a comprehensive London-wide walking network, and make London the world's most walker-friendly capital.
- 1.3 We believe that the desire to 'walk for essentials' (e.g to work, school, shopping etc) would be encouraged by demonstrating that walking can also be fun, interesting, healthy, sociable and sexy. This requires the improvement of opportunities for recreational walking all over Greater London. This paper attempts to set out how that can be achieved, and makes further suggestions to this end, with particular emphasis on safety.
- 1.5 The issues mentioned below have been drawn from the most recent knowledge available, but some of the road safety issues listed may have been resolved through later action by boroughs.
- 1.6 Road safety improvements are needed particularly for the Capital Ring and more so for the London Loop, as shown in the appendices. They would also benefit local residents.
- 1.7 There are times when roads are not too busy and walkers can cross in safety during gaps in the traffic flow. However, at peak times traffic can be incessant and it then becomes almost impossible to cross without incurring the possibility of an accident, or making a sometimes very long detour to find a safer spot.



- 1.8 There are also many places on minor roads, especially on the London Loop, where the sudden and unexpected appearance of walkers, especially at blind bends, may result in an accident – made more likely by excessive speed on the part of drivers.
- 1.9 Most of the road issues are on the London Loop, some of them outside Greater London. It is appreciated that it will take some time to eradicate them, and that prioritisation will be necessary. It is difficult to do this without the benefit of traffic volume and accident statistics, however we have tried to draw attention to those that seem in most need of pedestrian protection, and will be happy to discuss and help prioritise further on a case by case basis, with site visits if required. In the appendices, issues on roads managed by TfL are indicated thus and italicised.

## 2. THE SEVEN 'STRATEGIC WALKS'

- 2.1 The seven so-called 'Strategic Walks' are: Capital Ring, Green Chain Walk, Jubilee Greenway, Jubilee Walkway and London Loop, plus sections of the Lea Valley Walk and Thames Path within Greater London. Information about all of them can be viewed and downloaded at TfL's Walking pages ([www.tfl.gov.uk/walking](http://www.tfl.gov.uk/walking)). They are covered in alphabetical order below.
- 2.2 These seven routes are described in this paper as 'Strategic Walks', but they have also been referred to as 'strategic routes', or 'strategic walking routes'. On TfL's Walk London web pages they are currently referred to as 'some of our favourite walks around London'. This inconsistency needs to be addressed, and a catchier name should be adopted, such as the Ramblers' 'Love London, Walk London' slogan.
- 2.3 Certificates are available for all seven Strategic Walks from the TfL Walk London website, on a print-it-yourself basis.

## 3. CAPITAL RING

- 3.1 The Capital Ring was created by the London Walking Forum (see Section 10), becoming fully walkable in 2003 on publication of a guidebook. It encircles the inner boroughs of London at an average distance of 11 km from the centre, a total distance of 125 km, plus a further 22 km on signed station links and alternative routes. It is sometimes jokingly referred to as 'the walkers' North and South Circular'. Some parts of the route are shared with the Green Chain Walk, Jubilee Greenway, Lea Valley Walk, Thames Path and several other established walking routes. Issues along the Capital Ring are shown in Appendix A in progressive clockwise order from the start at Woolwich.
- 3.2 Literature currently available for the Capital Ring includes free downloadable basic maps and route descriptions from TfL's Walk London pages, and a detailed guidebook published by Aurum Press.
- 3.3 **Traffic issues**

3.3.1. Major road crossings. Almost all the major road crossings along the Capital Ring are now covered by some form of pedestrian protection, though some are at present just refuge islands, which may need upgrading to zebra crossings or pedestrian lights if traffic becomes heavier. However, there are some places where additional protection, or re-siting of existing protection, would considerably improve safety and convenience. They are listed in Appendix A(1).

3.3.2. Minor road crossings needing a higher degree of pedestrian protection. If it is not possible to provide some form of protected crossing, or traffic calming, such as refuge islands or speed humps, warnings to drivers to slow down and walkers to take care should be installed. They are listed in Appendix A(2).

3.3.3. Roads with no footway. There are two places where the Capital Ring follows roads with no footway or verge, though they are normally fairly quiet. If further investigation finds it necessary, amelioration may be possible by either (a) installing a footway, (b) creating a verge, (c) creating a parallel footpath through an adjacent property, or (d) installing warning signs and traffic calming measures. They are listed in Appendix A(3).

#### 3.3.4. Signage

a) The Capital Ring's signage consists mainly of a mixture of light green metal fingers attached to street furniture on roads, and wooden waymark posts in parks and open spaces, all bearing the route's distinctive 'Big Ben' logo. But the most distinctive feature is the tall 'main signs' – dark green fingerposts at main locations along the route, some of which have metal plates attached with the web address. They have often been cited as the way people learned about the route, and more of them would enhance the route's visibility still further.

b) Although signage along the Capital Ring was virtually complete by the time TfL ceased funding the Strategic Walks, it has subsequently suffered from attrition, for example when lampposts and other street furniture have been renewed and the signs not replaced. They also get misaligned or broken by high-sided vehicles. Many signs need cleaning, or have become badly faded and need replacing. An inventory of signage should be undertaken with a view to repairs and filling gaps, and highway authorities should be encouraged to instruct contractors to re-attach signs.

### **3.4 Route improvements**

3.4.1. Following housing developments, two substantial stretches of new riverside promenade are expected to be added to the Capital Ring in the near future: at Nazareth House, Isleworth (Hounslow), and at the former Siemens factory (Greenwich, downstream of the Thames Barrier) – both also on the Thames Path. Signage in these areas will then need to be rearranged and co-ordinated.

3.4.2. There are many other places along the Capital Ring where the route could be improved – they are listed in Appendix A(4), and further details can be provided if required. It is likely that many will not be feasible at present, but the relevant planning authorities

should be made aware of them so that they can be borne in mind, perhaps with Section 106 arrangements, if the current situation changes as a result of applications for future development.

### 3.5 **Other issues**

3.5.1. Public transport. The following services could be improved:

- Hanwell Station (Heathrow Connect, on a 0.4 km link with the route). No Sunday train service, though it is understood that this will be provided when Crossrail opens in 2018.

- Sudbury Hill Harrow (Chiltern Railways, on route). No service on Saturdays or Sundays and very limited service Mondays to Fridays.

3.5.2. Seating. There are several stretches along the Capital Ring where more seating is needed, especially for elderly and less able-bodied walkers. A detailed survey needs to be undertaken.

3.5.3. Poor surfaces. There are several places where the surface is in poor condition and needs improving or widening. A detailed survey needs to be undertaken.

3.5.4. Harrow School Playing Fields.

a) For several years there has been an issue with public rights of way over the playing fields. The Capital Ring route has been secured for now (though signage has still to be fully restored), but there is still much local concern and the issue has not yet been fully resolved.

b) A stile has to be crossed from the playing fields on to A404 Watford Road. There has been pressure to replace it with a gate, but it is the only stile on the Capital Ring and many walkers have said they think it should stay as an introduction to rural walking. As a compromise, a gate could be provided beside the stile.

## 4. GREEN CHAIN WALK

4.1 The Green Chain Walk is a network of routes extending for 73 km, plus about 15 km of station links, through a string of parks and open spaces properly called the South East London Green Chain (but usually simply 'the Green Chain') in the five boroughs of Bexley, Bromley, Greenwich, Lewisham and Southwark. Some parts of the network are shared with the Capital Ring or Thames Path.

4.2 Until recently, the five boroughs contributed to the cost of signage, literature, promotion and maintenance, and employed a dedicated route officer, hosted by Greenwich, and a contractor to carry out routine maintenance. However, Bromley pulled out of this arrangement last year and there is no longer a dedicated route officer. Limited management is currently being undertaken by a team of officers at Greenwich. Consequently, the network is likely to suffer through attrition unless the enthusiasm and support which all five boroughs originally provided can be restored.

- 4.3 Literature currently available for the Green Chain Walk consists of a route pack, which can be bought for £3.50 from outlets within the five boroughs, or free basic maps and route descriptions downloadable online from the TfL Walk London website or the Green Chain website.
- 4.4 Signage for the Green Chain Walk is generally complete, though there are some gaps due to vandalism, or attrition due to lack of borough co-ordination. It is distinguished by the distinctive linked G-C logo on a combination of metal fingerposts and wooden waymark posts. There are also etched metal information panels at many places.
- 4.5 There is currently an issue on Section 3 of the Green Chain Walk with locked gates at Woodlands Farm, near Shooters Hill (Bexley), which needs to be resolved.
- 4.6 The lack of an officer who is fully conversant with the route has made a comprehensive identification of other issues impractical at present. However, several that are shared with the Capital Ring are detailed in Appendix A.

#### 5. JUBILEE GREENWAY and JUBILEE WALKWAY

- 5.1 The Jubilee Greenway was completed in 2012 to mark the Queen's Diamond Jubilee and the London 2012 Games. It is a stretched circle extending for 60 km from Buckingham Palace eastwards to the Woolwich Foot Tunnel, with a spur to Limehouse Basin, taking in many of the Games venues.
- 5.2 The Jubilee Walkway was originally launched in 1977 as the Silver Jubilee Walkway, and relaunched in 2002 as the Jubilee Walkway to mark the Queen's Golden Jubilee. It extends for 24 km and consists of five loops in central London.
- 5.3 Management of both routes is the responsibility of the Outdoor Trust, a UK based charity, which aims to create walkways in all Commonwealth nations and territories, primarily in capital cities.
- 5.4 Literature currently available for these routes consists of free basic maps and route descriptions which can be downloaded free from the Walk London website.
- 5.5 The distinctive signage for both routes consists of metal or glass slabs sunk into the pavement, and there are information panels at many locations.
- 5.6 There are no major issues with road crossings on these routes. However, some parts of the Jubilee Greenway shared with the Capital Ring would benefit from the same route improvements.
- 5.7 The main issue is the state of some of the interpretation panels and pavement slabs, so financial support for improving them would be appreciated by the Outdoor Trust. Of the 43 panels, only 12 are in good condition; 24 are in urgent need of updating to make them more accessible and legible, 2 need restoration and 5 are missing altogether. The Trust has been advised to replace the original etched stainless steel interpretation panels with embossed

zinc, but these cost £13,000 each to design, manufacture and instal. Some of the pavement markers are cracked or missing – an audit is due to take place soon. It is estimated that full replacement of these items requires £400,000.

- 5.8 The Outdoor Trust has already been in contact with the Deputy Mayor about these issues and will provide further information if required.

## 6. LEA VALLEY WALK

- 6.1 The full 83 km Lea Valley Walk starts at Leagrave, near Luton, Bedfordshire and follows the River Lea or the Lee Navigation (different spellings intentional) all the way to Limehouse Basin in Tower Hamlets. The 20 km Strategic Walk part of it starts at the Greater London boundary near Waltham Abbey and follows the Lee Navigation towpath for most of the route. There are also about 5 km of signed links with stations. Parts of the route and some of the station links are shared with the London Loop and Capital Ring.
- 6.2 The route is nominally managed by the Lee Valley Regional Park Authority, but at present they do not appear to be maintaining signage or encouraging route improvements. Maintenance of the towpath is the responsibility of the Canals & Rivers Trust.
- 6.3 Literature currently available for the Lea Valley Walk includes free basic maps and route descriptions for the sections within Greater London, downloadable from the Walk London website, also a guidebook to the whole route published by Cicerone Press.
- 6.4 There are no road crossings on most of this route as the towpath passes underneath them all the way from the Greater London boundary near Waltham Abbey to Cody Dock (Newham). There are some minor road crossings on the route south of Cody Dock, but see 6.6a below.
- 6.5 Signage for the Lea Valley Walk consists mainly of metal fingers attached to posts, bearing the route's distinctive swan logo, but there are also some metal slabs sunk into the towpath.
- 6.6 Route improvements:
- a) An additional 600-metre riverside section beside Bow Creek should be added to the route in Newham to link Cody Dock with existing walkways around the loops at Canning Town. This includes a walkway that has been constructed (but not opened to the public) in front of the Electra Business Park. Currently a tedious 1.3 km diversion via roads is necessary.
  - b) Opening up a promenade around London City Island at the mouth of the river would provide a magnificent finish to the route beside the Thames. The plans appear to allow for this but at present no provision has been made.

## 7. LONDON LOOP

- 7.1 The London Loop was created by the London Walking Forum and became fully walkable in 2001 on publication of a guidebook. It closely follows the Greater London boundary, a total

distance of 240 km, plus 14 km of signed station links. It is sometimes jokingly referred to as 'the walkers' M25'. The official start is at Erith (Bexley) and the official finish is at Purfleet (Thurrock District, Essex). Locations are shown below in clockwise progression from the start at Erith to the finish at Purfleet.

- 7.2 About 17% (40 km) of the London Loop lies outside Greater London (Surrey, Bucks, Herts and Essex), where there were no suitable rights of way or open spaces inside it. However, a disproportionate 35% of the road-related issues are outside Greater London. This may be because some of the adjoining highway authorities do not currently view the route as a priority. Ideally it will be possible for TfL to support or encourage solutions in these circumstances.
- 7.3 Much of the London Loop, especially where it is outside Greater London, is in rural locations, including farmland, with such conditions as rough earth footpaths, stiles, rights of way through crops and wild vegetation etc. Although some of these conditions may need improvement, the Loop could be considered as an introduction for urban dwellers to the pleasures of walking in the countryside.

7.4 **High priority issues**

7.4.1. Major road crossings. At present there is no protected crossing for pedestrians at the major roads listed in Appendix B(1). Establishing priority would require examination by highway authorities of traffic flow and accident statistics. However, we have attempted to give some indication by dividing the list into what seem to us to be higher and lower priority cases. Roads under direct management by TfL are indicated.

7.4.2. Minor road crossings. The London Loop encounters many minor roads, especially in rural locations which, though with a lower traffic volume, pose a risk because drivers are not expecting to see walkers on the road and drive too fast, especially on bends. They are listed in Appendix B(2). If it is not possible to provide some form of protected crossing, or traffic calming, warnings to drivers to slow down and walkers to take care should be installed. Speed restrictions should be reviewed at such locations.

7.4.3. Roads with no footway. There are several places where the London Loop follows roads with no footway or verge – they are listed in Appendix B(3). Even though some are quiet most of the time, there is always danger where drivers are not expecting to see walkers, especially at blind bends. Such situations may be ameliorated by either (a) installing a footway, (b) creating a verge, (c) creating a parallel footpath through an adjacent property, or (d) installing warning signs and traffic calming measures.

7.4.4. Signage. Signage for the London Loop is similar to that of the Capital Ring, i.e light green metal fingers attached to street furniture on roads, or waymark posts in rural locations, all bearing the route's distinctive 'kestrel' logo. It is far from complete, partly because TfL funding ceased before it had been completed, and partly due to attrition. Completion of signage should be considered a priority. There are also information panels

along the route at key locations, which have often been cited as how people learned about it, and more of these would enhance the route's visibility.

## 7.5 **Route improvements**

Appendix B(4) is a list of locations on the London Loop where it is believed improvements may be possible, or become possible in due course. Further details can be provided if required. It is likely that many will not be feasible at present, but the relevant planning authorities should be made aware of them so that they can be borne in mind if the current situation changes as a result of applications for future development, possibly through Section 106 agreements

## 7.6 **Other issues**

### 7.6.1. Public transport.

a) Banstead Station (on a 0.4 km link from the route). No Sunday train service, which is unfortunate as this is one of the busiest days for walkers. Although an hourly bus serves the station Mondays to Saturdays, on Sundays it terminates at Banstead village, 1 km from the nearest point on the London Loop.

b) Purfleet-Erith Gap. The London Loop is not a complete circle as there is a gap between the official finish at Purfleet and the official start at Erith. However, many Loop walkers start and finish at other points, and do not necessarily wish to stop at the official 24 sectional break points. For them, the 'Purfleet-Erith Gap' can compromise their planning, as they would like to continue directly on from Section 24 to Section 1. The most convenient existing public transport requires a journey of at least 75 minutes. An extension of the Thames Clipper service to Erith and Purfleet would help; or there has been suggestion of a ferry to serve the RSPB's Rainham Marshes visitor centre.

7.6.2. Seating. There are several long stretches with a lack of seating, especially for elderly and less able-bodied walkers. A detailed survey is needed.

### 7.6.3. Poor surfaces and overgrowth

a) Much of the London Loop is in rural areas and suffers from lack of maintenance, with surfaces in poor condition, such as very muddy conditions after heavy rain, exposed roots, barbed wire beside the path, all of which can cause injury or damage to clothing. Especially poor are the path beside the River Crane (Hounslow), which gets badly flooded in winter, and a footpath in Bishops Wood Country Park (Three Rivers, Herts), but a detailed survey needs to be undertaken.

b) In many places, the London Loop passes through fairly remote fields and woodland that are not much used by local residents. This can lead to paths, stiles, gates and footbridges becoming badly overgrown.

- c) In some cases walkers emerge from footpaths directly into the path of oncoming vehicles – in such situations shrubbery etc should be cleared and maintained to let walkers and drivers see each other.
- d) There are an estimated 30-40 stiles along the London Loop, mostly in rural or semi-rural locations. As they are an impediment to the elderly and less able-bodied, it is current practice for highway authorities to replace stiles with kissing gates where possible.
- e) A detailed survey of these issues is needed.

## 8. THAMES PATH

- 8.1 The full length of the Thames Path, London's only National Trail, is 294 km from the source near Cirencester in Gloucestershire to the Thames Barrier. The Strategic Walks include the Thames Path within Greater London: on the south bank from Hampton Court to the Thames Barrier (57 km), on the north bank from Teddington Lock to Greenwich (43 km), a total of 100 km inside Greater London, making it London's longest off-road green infrastructure.
- 8.2 The Thames Path National Trail was formally launched in July 1996, and recently celebrated its 20th anniversary with a continuous relay event that was organised by the Ramblers Greater London Forum.
- 8.3 A further section, called the Thames Path Extension, extends 16.5 km eastwards along the south bank from the Thames Barrier to Crayford Ness. Currently it is not part of the National Trail, but in 2005 was included for the purposes of the Strategic Walks network
- 8.4 Literature currently available for the Thames Path includes free basic maps and route instructions for the Greater London sections downloadable from TfL's Walk London website; also detailed guidebooks covering the whole route published by Cicerone Press and Trailblazer, plus two published by Aurum Press (one outside and one inside Greater London).
- 8.5 Standard signage for the Thames Path is black with white lettering and the national trail acorn symbol.
- 8.6 **High priority issues**
  - 8.6.1 Road safety. There are three particular road safety issues on the Thames Path within Greater London:
    - a) Both sides of Battersea Bridge (neither of which has an underpass for the Thames Pass). On the north side, the traffic lights have no pedestrian phase, so walkers take risks in fast uncontrolled traffic, which is especially bad during peak times, making crossing almost impossible. On the south side there is no pedestrian crossing facility, although traffic speeds are usually slower.
    - b) At the junction of Cheyne Walk and Lots Road, there is danger (especially during the evening peak) from east-west cyclists cutting the corner on to the pavement.



### 8.6.2 Management and route improvements

- a) The Thames Path is one of only 14 national trails and so should be given the same protection that it rightly deserves within Greater London, as it has in all the counties it passes through outside Greater London.
- b) The existing trail should be formally recognised and signed (with its standard black and white signage with acorn symbol) where possible along its entire length and protected so that development cannot take place along it, with a legal map showing its exact location and where cycling is permitted.
- c) Some boroughs have introduced non-standard signage for their part of the Thames Path. Where possible this should be replaced by standard national trail signage.
- d) There are many places where the Thames Path could or should run beside the river, but is currently forced to follow tedious road sections. Four (Nazareth House in Isleworth, Convoys Wharf in Deptford, Greenwich Riverside and the former Siemens factory in Woolwich) are expected to become available in the near future.
- e) Where the trail does not run beside the river, should development take place, the planning stage needs to allow for the trail to be moved beside the river and not diverted from it, using Section 106 agreements.
- f) It is hoped that, in due course, the Thames Path will run along both sides of the river all the way to the points (still to be decided) where it will link with the England Coast Path.

### 8.6.3 Obstructions

- a) At Nelson Dock and Canada Wharf in Rotherhithe, the riverside path has been closed since the properties were converted into flats and a Hilton hotel, despite planning permission being granted by the LDDC on the understanding that a riverside path would be made available. Failure to open these short sections forces the Thames Path to be diverted along the parallel Rotherhithe Street.
- b) Agreements exist to restrict access to daylight hours on some parts of the Thames Path, but in some places gate closures and misleading notices deter people from walking beside the river during the daytime. This should be discouraged, and boroughs should check that agreements are being strictly adhered to.
- c) Work on the Tideway Tunnel will affect several Thames Path locations for many years.

8.7 Funding. All national trails are facing a huge funding crisis, and any help that the Mayor's office can provide for the Thames Path in this respect would be appreciated. To help with its upkeep, the Thames Path National Trail is asking organisers of events that use it to make a donation of £1 per person.



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## 9. AN EXTENDED NETWORK

### 9.1 The London Walking Forum

9.1.1. The Mayor's manifesto included a pledge to 'open up more walking routes around London', but it should be noted that many more walking routes than the Strategic Walks already exist as a result of work by the London Walking Forum (LWF).

9.1.2. The LWF was established in 1991 with the help of funding from the Countryside Commission (later Agency) and the Government Office for London, and had an office in the City and a small staff. It had to cease operations when funding was withdrawn by the Greater London Authority in 2000.

9.1.3. The Capital Ring and London Loop were the brainchildren of the LWF. In 1992 they set up an Orbitals Working Party, which worked with the boroughs to get the routes up and running, and which continued to co-ordinate development and management until TfL established the Strategic Walks network in 2003.

9.1.4. During the 1990s, a policy to open up more walking routes around Greater London was being pursued by the LWF in association with the boroughs and other organisations, most of which contributed enthusiastically to it, especially where the officers involved were keen walkers.

9.1.5. Individual boroughs were invited to apply for funding to develop named trails and submit them to the LWF for approval of such aspects as signage, safety, literature and general attractiveness. Each route was vetted by two Forum members from other boroughs or organisations and if successful awarded the Seal of Approval, otherwise referred back with suggestions for improvement.

9.1.6. By 2000 the Seal of Approval had been awarded to 27 routes, and more were being worked on. However, most of this work stopped when funding for the LWF ended and the boroughs were left to their own devices. Most of the routes that had already been awarded the seal of approval continue to be promoted online, but with no LWF the boroughs were no longer encouraged to apply for funding and the previous enthusiasm has evaporated. Many of the borough officers who participated in the LWF have since retired or moved on and were replaced by officers who were encouraged to emphasise cycling schemes.

9.2 The Ramblers Greater London Forum (RGLF, established in 2007 to represent the six Ramblers areas within Greater London) has been working on carrying forward the work of the LWF, but progress has been slow due to lack of interest on the part of most boroughs.

9.3 Broadly speaking, the extended network envisaged by the LWF and RGLF consists of a 'wheel' of routes, consisting of the two orbital routes (Capital Ring and London Loop). plus a number of connecting 'spokes' many of which already exist e.g Thames Path, Grand Union Canal Walk, Lea Valley Walk, Wandle Trail, Waterlink Way (Ravensbourne). To these would

be added existing and potential routes following other water courses and chains of open spaces, such as the Green Chain Walk and West London Waterways Walks.

- 9.4 The amazing extent of walking opportunities to explore within Greater London should be more effectively promoted, to both residents and visitors, emphasising that, unlike cycling, no special clothing or equipment is necessary.
- 9.5 As much as possible of the network should be made accessible to wheelchairs and pushchairs.
- 9.6 After the Strategic Walks network was established in 2003, all the existing and planned routes in the extended network were digitally mapped in or around 2006 – this resource should be located and retrieved if possible, otherwise recreated.

## 10. SOME MORE WISHES

### Management

- 10.1 Appoint a Walking Champion, who has the responsibility to oversee walking as a means of transport, as a means of health and well-being, as a means of encouraging tourism to all parts of Greater London, to support the 7 million Londoners who do not own or wish to use a bike, and to redress the imbalance that has developed in recent years of cycling over walking.
- 10.2 Revive the London Walking Forum, or similar organisation, to develop and promote walking for recreation, physical and mental health in association with TfL and dedicated officers in each borough.
- 10.3 Set up partnerships for all the Strategic Walks, including user representatives, similar to that for the Thames Path and other national trails, where this would help with their management.
- 10.4 Appoint paid route officers for each Strategic Walk (some may have to cover more than one route).
- 10.5 Recruit volunteer rangers for all the Strategic Walks to report issues and take action where possible; provide them with a uniform or other means of identification and equipment to clean signs and replace waymark discs. This policy operated successfully for several years on the Capital Ring until funding for the Strategic Walks was withdrawn by TfL.
- 10.6 Encourage borough highways departments to instruct contractors to replace walking route signs when new street furniture is installed.
- 10.7 Encourage boroughs to:
  - a) Apply for additional funding for walking schemes, e.g from TfL or landfill funding.
  - b) Work with Ramblers and other organisations to source funds that are not generally available to local authorities.

- c) Seek business sponsorship to promote tourism opportunities connected with local attractions.
- 10.8 Resume flagging up of problems affecting the Strategic Walks on the TfL Walk London website, possibly including flashing them on a map.
- 10.9 Formalise 'permissive path' sections as much as possible. Many stretches of the Strategic Walks are permissive, i.e they are not public rights of way, then the landowners (including some boroughs) can withdraw permission to use them at any time, which would be a considerable embarrassment to the route affected.
- 10.10 Ensure that borough planning departments are aware of the London Plan supplementary planning guidelines and the Green Grid proposals, which actually take into account much of the additional extended walk network that the Ramblers are proposing.
- 10.11 Any development proposals on or near the line of the Strategic Walks should take into account the possibility of improving these routes through Section 106 or permitted development agreements.
- 10.12 Investigate where surfaces and seating need improving.
- 10.13 Encourage pedestrian priority on shared use routes.
- 10.14 Produce a 'manual of best practice', backed up by seminars. Such a manual was in process of development by the London Walking Forum at the time of its demise.

#### Marketing and participation

- 10.15 Expand the Walk London programme of guided walks, with new ideas such as a repeat of the Great London Spiral Walk.
- 10.16 Ensure that strategic walking routes are shown on all mapping and signage for pedestrians, including Legible London, at stations etc.
- 10.17 Include on the Walk London website a map showing the full extent of the Strategic Walks, to be updated as and when new routes are added.
- 10.18 Expand and promote the 'tube line' style map of walking routes, making it available in transport and tourist information offices.
- 10.19 Encourage boroughs to submit to a central website maps of their parks showing walking routes.
- 10.20 Make walking more 'sexy' by introducing schemes like (but not necessarily the same as) geocaching etc.
- 10.21 A general lack of toilet facilities is seen as a deterrent to going for a long walk. Boroughs should be encouraged to open or reopen closed toilets; stations and catering facilities etc

should be encouraged to make their toilets available to walkers, as already happens in some boroughs. The lack of toilets at some major stations is disappointing and mystifying.

- 10.22 Provide information panels about walking routes at appropriate stations.
- 10.23 Encourage more participation in walking for recreation and physical and mental health by members of ethnic minorities.
- 10.24 Encourage more use of recreational walking routes by people with disabilities.
- 10.25 Encourage commercial map publishers such as A-Z to show walking routes.

### Signage

- 10.24 Provide more tall 'main sign' fingerposts and information panels, like those on Capital Ring, Green Chain Walk, London Loop and Thames Path.
- 10.25 Co-ordinate signage where more than one route is involved and instal fingerposts where they intersect to show where each route goes.
- 10.26 Ensure that walking route logos are included when new general pedestrian signage is installed.
- 10.27 Implement a programme of regular signage maintenance.
- 10.28 Instal strategic walk awareness signage inside and outside stations, as already exists for the Green Chain Walk.
- 10.29 Expand the existing station-to-station signage scheme by signing longer journeys. The signs that link nearby stations (suc as Covent Garden and Leicester Square) have been very successful. This could be extended to encourage people to walk further by providing signage for longer journeys such as Waterloo to Blackfriars, Waterloo to London Bridge, Euston to Oxford Circus, Kings Cross to Holborn etc.

### 11. CONSULTTEES

Graham Butler, London Loop Route Officer 2004-2006.

Leigh Hatts, author of guidebooks for Lea Valley Walk and Thames Path.

Colin Saunders, Capital Ring Route Officer 2003-2007; author of guidebooks for Capital Ring and London Loop.

Stephen Tabbitt, Route Officer, Thames Path National Trail.

Jim Walker, Chief Executive Officer, The Outdoor Trust (managing Jubilee Greenway and Jubilee Walkway).



Chairs and Secretaries of the Ramblers Greater London Forum and the six Ramblers Areas within Greater London (Bucks Milton Keynes & West Middlesex, Essex, Herts & North Middlesex, Inner London, Kent, Surrey).

## **RAMBLERS' STRATEGIC WALKS WISH LIST**

### **APPENDIX A : ISSUES ON THE CAPITAL RING**

#### **1. Major roads with safety issues on the Capital Ring**

The following major road crossings already have some form of protection but this could be improved.

- A213 Lennard Road, Sydenham (Bromley, shared with Green Chain)
- A216 Mitcham Lane, Streatham (Lambeth)
- A503 Seven Sisters Road (Hackney)

#### **2. Minor roads with safety issues on the Capital Ring**

The following road crossings can be dangerous at busy times and would benefit from some form of protection, such as a refuge island or speed ramp.

- Thorntree Road, Woolwich (Greenwich, shared with Green Chain)
- Worsley Bridge Road, Beckenham (Bromley, shared with Green Chain)
- Copers Cope Road, Beckenham (Bromley, shared with Green Chain)
- Oakfield Road, Penge (Bromley, shared with Green Chain)
- Anerley Park, Penge (Bromley, shared with Green Chain)
- Belvedere Road, Norwood (Bromley)
- Estreham Road, Streatham (Lambeth)
- Boundaries Road, Balham (Wandsworth)
- West Carriage Road, Richmond Park (Royal Parks)
- Park Road/Syon Park entrance, Isleworth (Hounslow)
- South Vale/Wood End Road, Sudbury Hill (Harrow)
- South Hill Avenue, Harrow-on-the-Hill (Harrow)
- Windermere Avenue, South Kenton (Brent)
- Bridge Lane, Hendon (Barnet)
- Northway, Hampstead Garden Suburb (Barnet)
- Kingsley Way, Hampstead Garden Suburb (Barnet)
- Deansway, East Finchley (Barnet)
- Lordship Road, Stoke Newington (Haringey)

#### **3. Roads with no footway on the Capital Ring**

- Butterfly Lane, Eltham (Greenwich, 250 metres)
- King John's Walk, Eltham (Greenwich, 115 metres)

#### 4. Potential route improvements along the Capital Ring

##### List 1 – Improvements that are currently walkable but need formalisation and rearrangement of signage

- Wallis Road, Hackney Wick (Hackney/Tower Hamlets, link with Hackney Wick Station, shared with Lea Valley Walk);
- Royal Quay Estate (Newham).
- Middlesex Filter Beds (Waltham Forest, new link to Lea Bridge Station, shared with Lea Valley Walk);

##### List 2 – Improvements that seem practical in the short term

- Garratt Lane to Durnsford Road Recreation Ground, Earlsfield ('The Earlsfield Gap', Wandsworth/Merton, shared with Wandle Trail);
- Brent Street, path into Brent Park (Barnet);
- Brookside Walk, Temple Fortune (Barnet).

##### List 3 – Improvements to be investigated for the longer term

- Cator Park to Kent House Road beside Pool River (Bromley, shared with Green Chain);
- Hanwell Bridge underpass (Ealing);
- St Andrew's Churches footpath, Kingsbury (Brent);
- Queen Elizabeth Olympic Park (Newham, potential alternative route);
- City Mill River pathway (Newham, awaiting completion of Crossrail. shared with Jubilee Greenway);
- Royal Albert Dock Promenade (Newham);
- Gallions Reach (Newham, awaiting redevelopment, shared with Thames Path North Bank Extension).



## APPENDIX B : ISSUES ON THE LONDON LOOP

### 1. Major roads with safety issues on the London Loop

*Italics = Roads managed by TfL*

#### List 1 – higher priority (\* = outside Greater London)

- A21 (TfL) *Farnborough Way (dual carriageway, Bromley)*
- A233 *Westerham Road, Keston (Bromley)*
- \*A22 *Godstone Road, Kenley (Croydon/Tandridge, Surrey)*
- \*A217 *Brighton Road, Banstead (dual carriageway, Reigate & Banstead, Surrey)*
- \*A232 *Cheam Road, East Ewell (Epsom & Ewell, Surrey)*
- \*A24 (TfL) *Ewell Bypass, Ewell (dual carriageway, Epsom & Ewell, Surrey)*
- \*A404 *London Road/Batchworth Heath Hill, Batchworth Hill (Three Rivers, Herts)*
- \*A4125 *Hampermill Lane/Sandy Lane, Eastbury (Three Rivers, Herts)*
- \*A411 *Watford Road, Aldenham (Hertsmere, Herts)*
- \*A5183 *Watling Street, Elstree (Hertsmere, Herts)*
- \*A411 *Barnet Lane, Elstree (Hertsmere, Herts)*
- \*A1112 *Romford Road, Chigwell Row (dual carriageway, Epping Forest, Essex)*
- A12 (TfL) *Colchester Road, Harold Park (Havering)*

#### List 2 – lower priority (\* = outside Greater London)

- B2158 *High Street Farnborough (Bromley)*
- B203 *Coulsdon Road (Croydon)*
- \*B2200 *Chessington Road, Ewell (Epsom & Ewell, Surrey)*
- \*A240 *Kingston Road (dual carriageway, Kingston/Epsom & Ewell, Surrey)*
- \*B4542 *Little Oxhey Lane, South Oxhey (Three Rivers, Herts)*
- A409 *Common Road, Harrow Weald (Harrow)*
- A1005 *The Ridgeway (Enfield)*
- A1069 *Ranger's Road, Chingford (Waltham Forest)*
- \*A112 *Sewardstone Road, Sewardstone (Epping Forest, Essex)*
- \*A104 *Epping New Road, Buckhurst Hill (Epping Forest, Essex)*
- \*B173 *Lambourne Road, Chigwell Rise (Epping Forest, Essex)*
- B175 *North Road, Havering-atte-Bower (Havering)*

### 2. Minor roads with safety issues on the London Loop

The following road crossings can be dangerous at busy times and would benefit from some form of protection, such as a refuge island or speed ramp (\* = outside Greater London).

- Shire Lane, Farnborough (Bromley, 2 locations)
- Fox Lane, Keston (Bromley)
- Gates Green Road, West Wickham (Bromley)



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- Station Hill and Station Approach, Hayes (Bromley, on link with Hayes Station)
- Kingsway, West Wickham (Bromley)
- Upper Shirley Road, Upper Shirley (Croydon)
- Old Lodge Lane, Kenley (Croydon)
- Caterham Drive, Old Coulsdon (Croydon)
- Stites Hill Road, Old Coulsdon (Croydon)
- \*Banstead Road, Banstead (Sutton/Reigate & Banstead, Surrey)
- \*Holmwood Road, East Ewell (Reigate & Banstead, Surrey)
- Old Redding, Harrow Weald (Harrow)
- Hendon Wood Lane, Arkley (Barnet)
- Barnet Lane, Barnet (Barnet)
- Hadley Green Road/Camlet Way, Monken Hadley (Barnet)
- Hadley Road, Enfield Chase (Enfield)
- Clay Hill, Hilly Fields (Enfield)
- Turkey Street, Enfield Wash (Enfield)
- \*North End, Buckhurst Hill (Epping Forest, Essex)
- Noak Hill, Harold Hill (Havering)
- Petersfield Avenue, Harold Hill (Havering)
- Church Road, Harold Wood (Havering)
- Hacton Lane, Hornchurch (Havering)

### 3. Roads with no footway or verge on the London Loop (\* = outside Greater London)

- North End Lane, Farnborough (Bromley, 90 metres)
- Farthing Street, Farnborough (Bromley, 350 metres)
- Hayes Lane, Kenley (Croydon, 120 metres)
- Rydons Lane (Croydon, 375 metres)
- B278 Carshalton Road (Sutton, 175 metres)
- Cranford Lane (Hillingdon, 40 metres)
- \* B470 Iver Lane (South Bucks, 10 metres)
- \*Coppermill Lane, Harefield (Hillingdon/Three Rivers, Bucks, 140 metres)
- \*Harefield Road, Batchworth (Three Rivers, Herts, 370 metres)
- \*Bury Road, Gilwell Park (Epping Forest, Essex, 400 metres)
- Cummings Hall Lane, Harold Hill (Havering, 290 metres)

### 4. Potential route improvements along the London Loop

(\* = Places that are totally or partially outside Greater London.)

#### List 1 – Improvements that are currently walkable but need formalisation and rearrangement of signage

- Wattendon Pond woodland, Kenley (Croydon)



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- A30 Great South-West Road (Hounslow)
- Horton Road to Grand Union, West Drayton (Hillingdon)
- \*Woodcock Hill Village Green (Hertsmere, Herts).
- A111 Cockfosters Road, Cockfosters (Enfield)

List 2 – Improvements that seem practical in the short term

- Foots Cray Meadows (Bexley)
- Hogsmill River, Berrylands (Kingston)
- River Crane at Cranford (Hounslow)
- \* B4542 Little Oxhey Lane (Three Rivers, Herts)
- A1 (TfL) *Barnet Way (Barnet)*.
- \*Bury Road, Gilwell Park (Epping Forest, Essex)

- Carters Brook, Harold Hill (Havering)
- A13 (TfL) *Thames Gateway Bridge, Rainham (Havering)*
- Havering Riverside Path, Rainham (Havering)

List 3 – Improvements to be investigated for the longer term

- Erith Riverside (Bexley)
- Link with Hayes (Kent) Station (Bromley)
- \*Cuddington Golf Course (Sutton/Epsom & Ewell)
- Hogsmill River, Old Malden (Kingston)
- Burton's Road, Hampton Road (Richmond)
- A305 Staines Road, Fulwell (Richmond)
- Tunnel under former Feltham Marshalling Yard (Hounslow)
- A312 The Parkway (Hounslow)
- A4007 St John's Road, Uxbridge (Hillingdon)
- Grimsdyke Open Space, Harrow Weald (Harrow).
- \*A411 Elstree Road, Aldenham (Hertsmere, Herts)
- \*B170 Chigwell Rise, Chigwell (Epping Forest, Essex)
- Hall Lane, Cranham (Havering)
- Rainham Creek, Rainham (Havering)