

Better Streets Delivered 2

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We are transforming the way we manage and understand our streets. However, population estimates indicate that London needs to absorb approximately 1.5 million more people by 2031. A population influx of this magnitude puts increasing pressure on our streets, requiring them to perform more efficiently to transport additional goods and people within limited space. In this context we are already changing the way we are thinking about our streets.

A growing body of evidence shows the important role that streets play in our daily lives. Well-designed streets help to improve the local economy, encourage people to use more healthy modes of transport, and foster social connections. With such a range of influences, and with streets making up the majority of London's public spaces, the importance of ensuring good urban design cannot be overstated.

As these impacts have become better understood in recent years, our focus on designing more appealing streets has increased. The Mayor and TfL have now adopted the Healthy Streets Approach, which aims to create streets where people from all walks of life choose to walk, cycle and use public transport, for the good of their own health and the success of the city as a whole. Reducing the dominance of motor vehicles and creating streets that work for people will now be at the heart of everything we do.

Across the Capital creative and innovative solutions are being implemented in design and technology to make the most out of our streets and spaces. New street layouts, new materials and new technology are being trialled to help improve journeys and the day-to-day lives of Londoners.

This document is the second in a series celebrating the achievements that are contributing to making our vision for London's streets a reality. In it we set out examples of the great work that has already been done and work that is up and coming. In the first document we looked particularly at some of the Capital's most high-profile regeneration schemes. However in this edition we have been able to review a wider variety of schemes. While all of the schemes have been transformational, some of them use a light touch approach while others have completely redesigned the street.

Our streets and spaces will continue to evolve to accommodate the growing and changing pressures on our city. At the heart of these changes are London's people for whom we continuously strive to provide a better quality of life. Streets play a fundamental role in all of our lives, and understanding and carefully balancing the diverse needs of everyone who uses our streets will create better space and places for people to live, work and more.





Source: Lucy Saunders

Figure 1: Indicators of a healthy street environment

Benefits of Healthy Streets

We are playing a major role in improving health in London, by investing to make the Capital’s streets more inviting, safer, greener and inclusive of all types of journeys. One of the ways we are measuring the impact of investment is with the Health Economic Assessment Tool (HEAT) for walking and cycling. This tool was developed by the World Health Organisation (WHO) to help organisations monetise the health benefits of reduced mortality gained by increases in walking and cycling.

The Healthy Streets Approach we have now adopted puts health at the heart of our decision making, and better monitoring and use of the HEAT tool on all schemes will be an important part of ensuring that we invest in the right schemes, in the right way.

One of the biggest health benefits that good quality public realm can deliver is enabling people to increase their everyday physical activity through an environment which is pleasant and safe to visit, walk and cycle in. Physical activity helps to improve health by reducing risk of heart disease, cancer and type 2 diabetes as well as helping people to manage stress, maintain a healthy weight and sleep better.

How to use the HEAT tool

The tool can be applied to any scheme which expects an uplift of cycling and/or walking, from a surface infrastructure redesign to masterplan regeneration strategies. To use the tool, you simply need an estimate of the walking and cycling count before a scheme is implemented and the walking and cycling levels after completion. This can be obtained from counts of pedestrians and cyclists. The results from HEAT can also be used to help support business cases by demonstrating the value for money a scheme can provide.

To use the HEAT tool please go to: <http://www.heatwalkingcycling.org/>

Using HEAT in Better Streets Delivered

This document presents HEAT values which were calculated using counts of pedestrians and cyclists taken on-street. Very conservative estimates were applied so the outputs reflect a minimum estimated value. Most of the projects included in this report did not have both baseline and ‘after’ data on pedestrians and cyclists. For these projects it was assumed that there was a 15% uplift, this is a conservative estimate based on observed uplift in other similar projects. Where the uplift was observed using baseline and ‘after’ counts this was applied in the HEAT

calculation. For more information Valuing the health benefits of transport schemes: Guidance for London is available at TfL.gov.uk

HEALTH BENEFITS PER YEAR

! £265,000

🚲 £109,000

Better Streets initiative

The Better Streets initiative has been a driving force in creating reinvigorated neighbourhoods across London. It has brought to the fore a stark reality: that the quality of the urban environment has lasting and far-reaching effects on our communities and daily lives.

This document is the second in a set, dedicated to investigating and celebrating the achievements of public realm schemes. Each scheme featured reinforces the primary lesson of the Better Streets initiative: that context must dictate response. Successful streets can only be achieved by understanding and responding to the unique function, performance and form of a street or area. The examples included demonstrate the exceptional quality that can be achieved by taking this approach and share key lessons from each project, hoping to inspire future excellence across London.

The measures shown in the table (top right) show increasing complexity and cost. They are the main actions that people and organisations can use to achieve better streets.

Better Streets staged approach

Tidy up	Remove unnecessary road markings or broken street furniture which is simple to remove and in doing so, will not damage the footway.
De-clutter	A more strategic justification for every individual piece of equipment in the street; with the presumption of removal unless a clear reason for retention is given.
Relocate or merge functions	Any remaining features should be rationalised by combining signage and lighting or relocating street furniture to better fulfil its intended use.
Rethink traffic management options	This could include considering user priority, changes to carriageway widths or the removal of traffic signals.
Recreate the street	Complete remodelling of the street, such as creating a shared surface, may be suitable if a new set of objectives or character is desired. This approach is not suitable in all locations and requires extensive consultation.

For each scheme in the document a simple diagram is included to highlight the measures used during development. Coloured lines and boxes indicate methods that were used, while grey text and white boxes show those that were not used.

Better Streets level of intervention

- Recreate the street ■
- Rethink traffic management ■
- Relocate/merge functions ■
- De-clutter ■
- Tidy up ■

Categorising the schemes

The examples in both publications show the broad diversity of the Better Streets projects achieved as part of London's Great Outdoors initiative. All were implemented using the aforementioned staged approach, so that each received the right intervention for their context. Most of the schemes featured underwent marked changes beyond the lower end of the intervention scale, receiving more than a 'tidy up' or 'de-clutter'. As a result the projects have been thematically categorised to highlight how schemes have some shared, core characteristics:

Streets	Projects that show how to gain a better balance of functional needs by applying light touch changes to a street's design.
Public spaces	Open spaces that have been redesigned to provide better amenities, space and increased functionality.
Interchanges	Schemes with a focus on improving the ease of pedestrian movement and the relationship between different modes of transport.
Junctions and links	Schemes that involved the redesign of complex street arrangements to give a better balance between the needs of different user groups.
Town centres	High street projects that took a strategic approach to streetscape redesign.

Certain projects may contain more than one intervention type, often because of the need to tackle several complex issues. Where this is the case the project has been categorised according to what most makes the scheme exemplary, highlighting the notable, innovative methods used in design, consultation and delivery.



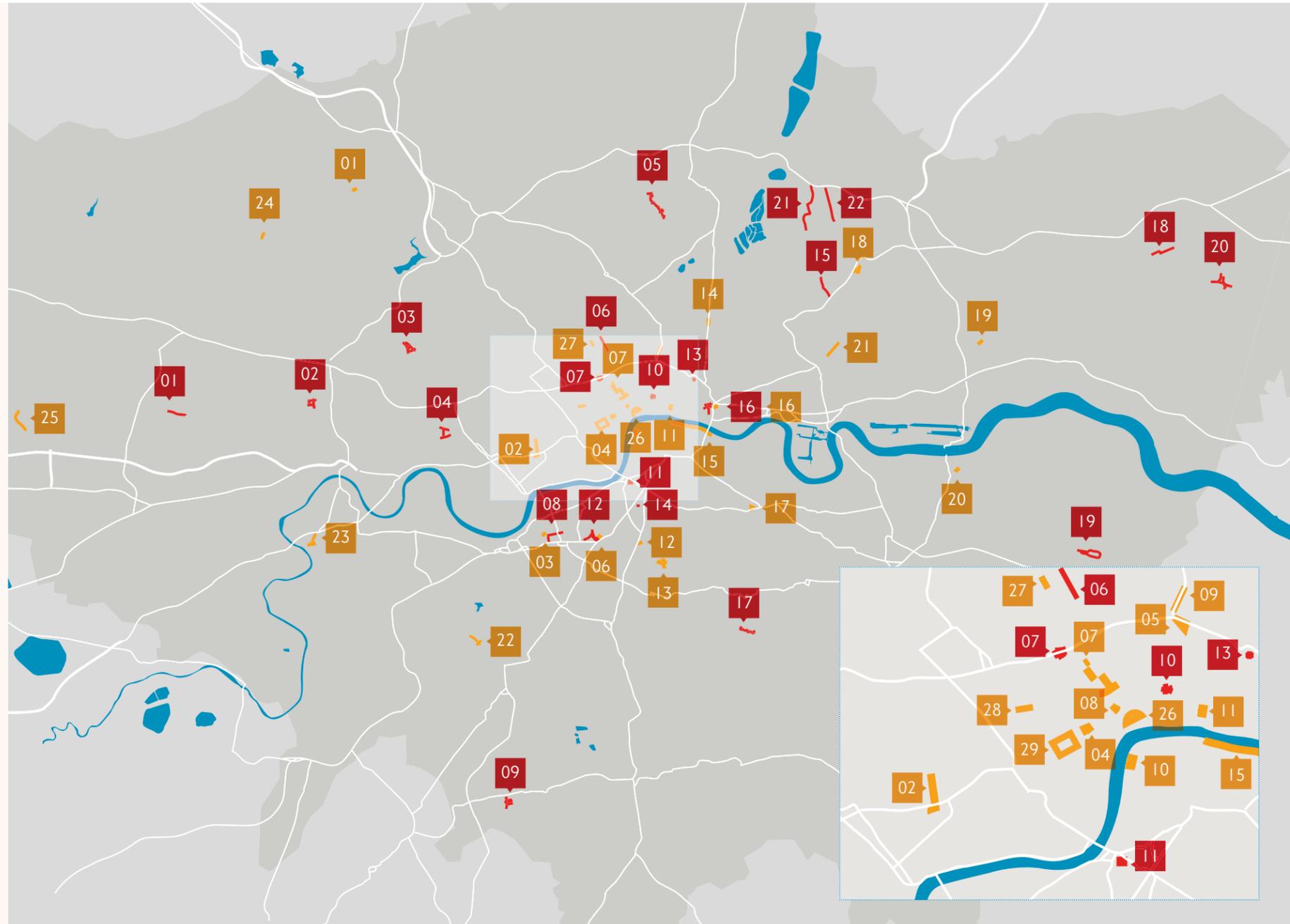
Projects

Better Streets Delivered 1

- 01** Mollison Way
London Borough of Harrow HA8
- 02** Exhibition Road
Royal Borough of Kensington and Chelsea SW7
- 03** Brighton Yard
London Borough of Wandsworth SW11
- 04** Leicester Square
City of Westminster WC2H
- 05** Goswell Triangle, Angel
London Borough of Islington EC1V
- 06** Venn Street
London Borough of Lambeth SW4
- 07** Bloomsbury
London Borough of Camden WC1
- 08** Great Queen Street
London Borough of Camden WC2B
- 09** Angel, Upper Street
London Borough of Islington N1
- 10** Jubilee Gardens
London Borough of Lambeth SE1
- 11** St. Paul's Environs
City of London EC4
- 12** Windrush Square
London Borough of Lambeth SW2
- 13** Herne Hill
London Borough of Lambeth SE24
- 14** Kingsland High Street
London Borough of Hackney E8
- 15** South Bank
London Borough of Lambeth SE1
- 16** Braham Street Park
London Borough of Tower Hamlets E1
- 17** Kender Triangle
London Borough of Lewisham SE14
- 18** Leytonstone station area, London Borough of Waltham Forest E11
- 19** Barking station interchange, London Borough of Barking and Dagenham IG11
- 20** Woolwich Town Centre
Royal Borough of Greenwich SE18
- 21** Stratford High Street
London Borough of Newham E15
- 22** Wimbledon Town Centre, London Borough of Merton SW19
- 23** Richmond Town Centre, London Borough of Richmond-Upon-Thames TW9
- 24** Harrow Station Road
London Borough of Harrow HA1
- 25** West Drayton and Yiewsley Town Centres
London Borough of Hillingdon UB7
- 26** Strand, Aldwych and Lancaster Place
City of Westminster WC2R
- 27** Britannia Junction
London Borough of Camden NW1
- 28** Oxford Street East
City of Westminster W1D
- 29** Piccadilly two-way
City of Westminster W1J, SW1Y & SW1A

Better Streets Delivered 2

- 01** Southall
London Borough of Ealing UB1
- 02** Ealing Broadway
London Borough of Ealing W5
- 03** Harlesden Town Centre
London Borough of Brent NW10
- 04** Shepherd's Bush
London Borough of Hammersmith and Fulham W12
- 05** Wood Green
London Borough of Haringey N22
- 06** Royal College Street
London Borough of Camden NW1
- 07** Euston Circus
London Borough of Camden W1T / NW1 / WC1T
- 08** Clapham Junction
London Borough of Wandsworth SW11
- 09** Sutton Station Gateway
London Borough of Sutton SM1
- 10** Holborn Circus
London Borough of Camden and City of London EC1N/EC4A
- 11** Bonnington Square
London Borough of Lambeth SW8
- 12** Clapham Old Town
London Borough of Lambeth SW4
- 13** Leonard Circus
London Borough of Hackney EC2A
- 14** Van Gogh Walk
London Borough of Lambeth SW9
- 15** Leyton High Road
London Borough of Waltham Forest E10
- 16** Aldgate Gyratory
City of London EC3N & E1
- 17** Sydenham
London Borough of Lewisham SE26
- 18** Romford
London Borough of Havering RM1
- 19** Bexleyheath
London Borough of Bexley DA6
- 20** Hornchurch
London Borough of Havering RM11
- 21** Hoe Street
London Borough of Waltham Forest E17
- 22** Wood Street
London Borough of Waltham Forest E17



Key

- Better Streets Delivered 1 ■ content.tfl.gov.uk/better-streets-delivered.pdf
- Better Streets Delivered 2 ■



STREETS

London's population is predicted to grow to 10 million people by 2031. This additional 1.6 million people, equivalent to absorbing the population of Birmingham or Leeds, will mean that an estimated five million more trips will be made each day across the Capital.

Ensuring that streets and spaces continue to function means influencing travel behaviour. This may include encouraging people to make journeys at a different time of day or a mode shift towards sustainable forms of transport such as walking and cycling.

Legible London is one scheme designed to encourage a mode shift to walking and cycling. It provides

pedestrians with a sense of proximity and orientation to nearby destinations. Encouraging Londoners to walk or cycle also means humanising streets to function more as outdoor spaces rather than just spaces that we move through.

The Mayor's green agenda also seeks to improve the street environment by improving air quality, increasing tree planting, and implementing sustainable drainage systems. Our Health Action Plan also aims to achieve more active forms of travel resulting in millions of pounds of health benefits for the NHS.

These ambitions for the Capital cater for future needs and build on the success the Better Streets initiative.

Hoe Street	Leyton High Road	Royal College Street	Victoria Road and The Battis	Wood Street
12	14	16	18	20

Hoe Street, Walthamstow Town Centre

London Borough of Waltham
Forest E17

COMPLETION DATE

MARCH 2014

COST

£2.6m

FUNDING SOURCES

£1m London Borough of Waltham Forest
£1.6m TfL

HEALTH BENEFITS PER YEAR



£344,000

Consultants:

East Architecture, Landscape Urban Design
Ashley Mc Cormick Projects
Studio Dekka

Artists and designers:
Fieldwork Studio, Seán and Stephan,
Polimekanos
The Decorators

Contractor:

Murphy Building Services (MBS)

Stakeholders:

GLA
Local residents and business owners
London Borough of Waltham Forest
The Prince's Foundation for Building Communities
TfL

Better Streets level of intervention

Recreate the street	<input type="checkbox"/>
Rethink traffic management	<input type="checkbox"/>
Relocate/merge functions	<input type="checkbox"/>
De-clutter	<input checked="" type="checkbox"/>
Tidy up	<input checked="" type="checkbox"/>



Before



After



With the aim of supporting local businesses and creating a better environment for residents, the London Borough of Waltham Forest developed a regeneration scheme on Hoe Street between Forest Road and Church Hill. In order to target and manage the regeneration works, the borough set up two project hubs – Hoe Street Central and 38 Hoe Street. These spaces became a platform and base for engagement with local stakeholders.

Four designers worked with 40 businesses to implement light touch improvements to their shop fronts. Six of these shops, located in prominent positions or with notable architectural features, received more extensive facade improvements.

Further enhancements to Hoe Street have included the addition of wayfinding elements, artwork, resurfacing and de-cluttering.

Simultaneously a new development at Hoe Street and High Street, called The Scene, catalysed a wider public realm uplift in the immediate area. A new shared space was created at the junction of Hoe Street, Church Hill and High Street with other street improvements extending north along Hoe Street to Hatherley Mews. New trees, planters, seating and street lighting line the High Street, helping to ground the improvements and creating a better sense of place.



Leyton High Road

London Borough of Waltham
Forest E10

COMPLETION DATE
2012

COST
£2.425m

FUNDING SOURCES
£1.325m Department for Communities and Local
Government
£850,000 London Borough of Waltham Forest
£250,000 London Development Agency

HEALTH BENEFITS PER YEAR



£22,000

Consultants:

East Architecture
Living Streets
Jampel Davison & Bell
Jan Kattein Architects

Contractor:

J B Riney & Co Limited

Subcontractors:

Bennett Construction
Fullers Builders
Kent Stainless (bridge parapet at Leyton Tube station)
McElligott Building
Peter Loe Restorations

Stakeholders:

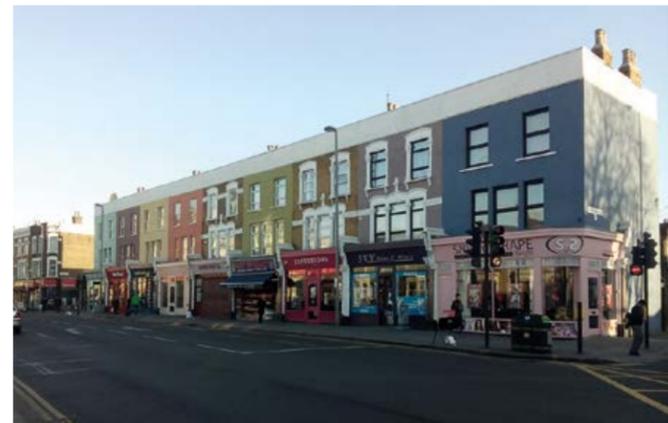
Design for London
Department for Communities and Local Government
London Borough of Waltham Forest
London Development Agency

Better Streets level of intervention

Recreate the street	<input type="checkbox"/>
Rethink traffic management	<input type="checkbox"/>
Relocate/merge functions	<input type="checkbox"/>
De-clutter	<input checked="" type="checkbox"/>
Tidy up	<input checked="" type="checkbox"/>



Before



After



As part of the London 2012 Olympic legacy and as the backdrop for the Olympic Torch Relay prior to the start of the Games, Leyton High Road was earmarked for regeneration. Waltham Forest Council commissioned Jan Kattein Architects to work with local businesses to develop a strategy. The resulting approach was designed to reinvigorate the high street in an effort to attract shoppers, boost the local economy and create a dynamic civic space.

Working with stakeholders, a package of improvements was implemented which de-cluttered the street and renewed shop fronts and facades including rationalising burglar alarms, satellite dishes

and CCTV cameras. Street lighting was also upgraded and building facades were illuminated to draw attention to heritage architecture along the parade. These improvements have encouraged increased consumer activity, civic pride and business confidence in local stakeholders.

Leyton High Road has since won the London Planning Award for Best Town Centre Project, was highly commended in the Regeneration and Renewal Awards 2012 and was shortlisted for the Civic Trust Awards. The collaborative methodology has since been applied to five more high streets in the borough.

Royal College Street

London Borough of Camden
NWI

COMPLETION DATE
AUGUST 2013

COST
£600,000

FUNDING SOURCES
£600,000 TfL

HEALTH BENEFITS PER YEAR

 **£220,000**

Consultants:
London Borough of Camden

Contractor:
FM Conway

Stakeholders:
Camden Cyclists (a branch of the London Cycling Campaign)
London Borough of Camden
TfL
UK Power Networks

Better Streets level of intervention

Recreate the street	<input type="checkbox"/>
Rethink traffic management	<input checked="" type="checkbox"/>
Relocate/merge functions	<input checked="" type="checkbox"/>
De-clutter	<input checked="" type="checkbox"/>
Tidy up	<input checked="" type="checkbox"/>



Before



After



Royal College Street had a reputation for collisions involving motorists and cyclists with 12 collisions involving cyclists in the three years preceding the scheme. Despite a 20mph speed limit, vehicles were averaging 30mph increasing the likelihood of severe injury to cyclists. The London Borough of Camden implemented several changes to improve safety but these failed to sufficiently reduce the number of collisions at the Pratt Street and Plender Street junctions.

In 2012, the council undertook a feasibility study to assess different options for a comprehensive review of the layout of Royal College Street to make it safer and more attractive for both walking and cycling. The idea was not just to encourage and enable more cycling by a greater number of people on Royal College Street, but also to pilot a new approach that would potentially enable protected cycle tracks to be introduced more quickly and at a lower cost.

The resulting design featured two segregated cycle lanes running down either side of the street. These reduced the carriageway width, making it less comfortable for drivers to speed. The lanes use a 'light touch' approach with armadillo road bumps and planters creating a visual boundary between cycles and motor vehicles. These provide an effective barrier to cars while still allowing pedestrians to cross the road and board buses.

Car parking bays have been located away from the footway, doubling as buffers to protect cyclists against traffic. Bus stops have been redesigned to accommodate the new layout and junction signals have been changed or removed to enable a smooth flow of traffic.

Comparative data gathered from 2011 to 2014 shows a significant increase in cycling flows. Six months after these works, traffic speed dropped by up to 21 per cent.

Victoria Road and The Battis, Romford

London Borough of Havering
RM1

COMPLETION DATE
AUGUST 2014

COST
£2.948m

FUNDING SOURCES
£2.239m TfL
£709,000 London Borough of Havering

HEALTH BENEFITS PER YEAR

£374,000

Consultants:

Urban analysis: Studio Weave
Economics advisor: Regeneris
Highways engineer: Jacobs
Landscape architect: Jonathan Cook Landscape Architects
Lighting design: Studio Dekka
Structural engineer: Webb Yates Engineers

Contractor:

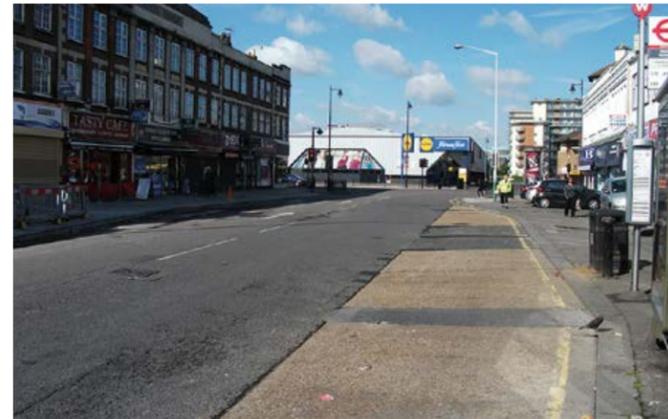
Marlborough McDonald

Stakeholders:

Havering Council
Local community
Local retailers and landowners
Metropolitan Police Service
Romford Town Centre Partnership

Better Streets level of intervention

Recreate the street	<input type="checkbox"/>
Rethink traffic management	<input type="checkbox"/>
Relocate/merge functions	<input checked="" type="checkbox"/>
De-clutter	<input checked="" type="checkbox"/>
Tidy up	<input checked="" type="checkbox"/>



Before



After



Havering Council and Studio Weave devised a strategic plan of public realm works to amplify the anticipated benefits from Crossrail's arrival in 2017. The scheme targeted Victoria Street and The Battis; two links from Romford station. The station suffered from poor quality pedestrian and cycle space and access, and congestion. The scheme sought to reduce antisocial behaviour and make the links feel more pleasant and safer to use.

Studio Weave took over a vacant shop on Victoria Street where they hosted workshops and provided a platform for residents and stakeholders to drop in, voice their opinions and get involved in shaping the area's regeneration. Victoria Street was a tired shopping street in need of revitalisation in order

to successfully compete with nearby shopping destinations. The redesign of shop forecourts as well as new high-quality paving, street furniture, planting and lighting provided a common aesthetic throughout, creating a stronger identity and a better retail environment.

The Battis, a pedestrian shortcut that runs alongside the viaduct arches and connects Waterloo Road to Romford station, was poorly lit and attracted criminal activity and antisocial behaviour. The scheme redefined the pathway by laying brightly coloured surface materials on the pavement, and dotting creative installations along the route. Opening it up to natural surveillance and the use of lighting has ensured this route feels safe to use during all hours of the day.

Wood Street Town Centre

London Borough of Waltham
Forest E17

COMPLETION DATE
JUNE 2014

COST
£3.962m

FUNDING SOURCES
£2m TfL
£1.51m Mayor's Outer London Fund
£452,000 London Borough of Waltham Forest

HEALTH BENEFITS PER YEAR



£15,000

Consultants:

East Architecture
Gort Scott
Creatmosphere
Vision On
Urban Space Management
Hunt & Gather

Contractor:

Cosmur Construction

Stakeholders:

London Borough of Waltham Forest
TfL
Woodside Primary Academy
Wood Street Business Forum

Better Streets level of intervention

Recreate the street	<input type="checkbox"/>
Rethink traffic management	<input type="checkbox"/>
Relocate/merge functions	<input checked="" type="checkbox"/>
De-clutter	<input checked="" type="checkbox"/>
Tidy up	<input checked="" type="checkbox"/>



Before



After



Unlike other suburban district centres in London, Wood Street's retail community is relatively successful with very low vacancy rates. This is as a result of a unique retail offer with a majority of niche and independent shops. However, Wood Street also experiences a number of social concerns including a high level of deprivation, struggling post-war housing estates, and hotspots of antisocial behaviour and crime.

These social issues placed Wood Street as a key regeneration area in the council's Area Action Plan. In order to help address some of the concerns,

the council received funding for streetscape improvements aimed at creating a setting that was attractive, functional and safe.

These aims were achieved through a scheme that included the widening of footways, the improvement of formal and informal crossing points, improved cycle lanes, raised parking stalls, the relocation of bus stops for improved accessibility, a car club bay, an electric vehicle charging point, new street lighting, improved cycle parking, the removal of clutter and new tree planting. The result has been a more cohesive, enjoyable and safe public realm.



PUBLIC SPACES

The following schemes have been transformational, and illustrate the innovative ways in which the focus has shifted, from vehicle dominated spaces to pedestrian priority, reshaping how these spaces are used by all.

Bonnington Square

24

Gillett Square

26

Van Gogh Walk

28

Vauxhall Walk Rain Gardens

30



Bonnington Square

London Borough of Lambeth
SW8

COMPLETION DATE
2014

COST
£45,000

FUNDING SOURCES
£45,000 London Borough of Lambeth

Consultants:
Designers: James Ahmed and James Fraser
Project engineer: Haibat Abro, Abro Engineering
Consulting highway and infrastructure engineers: Haswell Associates

Contractor:
FM Conway

Stakeholders:
Bonnington Square community
Abro Engineering
London Borough of Lambeth
Lambeth Council Neighbourhood Enhancement Programme
Oval Ward councillors
Tradesant Area Residents Association
TfL

Better Streets level of intervention

Recreate the street	<input type="checkbox"/>
Rethink traffic management	<input checked="" type="checkbox"/>
Relocate/merge functions	<input checked="" type="checkbox"/>
De-clutter	<input checked="" type="checkbox"/>
Tidy up	<input checked="" type="checkbox"/>



Before



After



The creation of the piazza in Bonnington Square was a resident-led project born out of a highly collaborative partnership between Lambeth Council and its residents, through the Neighbourhood Enhancement Programme. TfL provided the council with funds to spend on improving the area for its residents.

The neighbourhood is known for its bohemian and creative past. For this project the community transformed the area's once derelict and vacant houses and central square, renovating houses and creating a garden and café, run by locals. These spaces are much loved and have become a centre of the community.

James Ahmed, a local draftsman and James Fraser, a local landscape gardener, proposed a scheme to slow traffic running through the square and provide more space around the café which leads to the communal gardens entrance. To free up space for the piazza, the proposal incorporated a new parking layout for residential cars while also making room for planting and secure on-street cycle storage.

The piazza was completed in 2014 and is now well used as part of the community hub. The collaborative project was praised by the Local Area Research + Intelligence Agency (LARIA) who awarded them with the Best Community Engagement/Consultation Award 2014.

Gillett Square

London Borough of Hackney
N16

COMPLETION DATE
2007

COST
£1.4m

FUNDING SOURCES
£965,000 London Borough of Hackney
£435,000 TfL

Consultants:
Hawkins\Brown Architects
Whitelaw Turkington Landscape Architects
Design for London

Contractor:
Fitzpatrick Contractors (now VolkerHighways)

Stakeholders:
European Regional Development Fund (ERDF)
GLA
Groundwork
Hackney Co-operative Developments
London Borough of Hackney
Macdonald Egan
Neighbourhood Renewal Fund
Single Regeneration Budget Haggerston
Vortex Jazz Club and Foundation

Better Streets level of intervention

- Recreate the street
- Rethink traffic management
- Relocate/merge functions
- De-clutter
- Tidy up



Before



After



Cristobal Palmer

Gillett Square was opened in 2006, the first of a Mayoral initiative to create 100 new urban spaces in London. Located off Kingsland Road, the space now occupied by Gillett Square previously operated as a car park. With the threat of losing neighbouring Bradbury Street, a Victorian terraced residential street to developers, Adam Hart community entrepreneur and the Director of Hackney Co-operative Developments (HCD) lobbied for an alternative to regenerate the area. Working with architects Hawkins\Brown, other stakeholders and the council, an alliance was formed to raise funds, lead and deliver the project with the aim of reinvigorating the area with cultural and commercial activity. The scheme intended to enhance an existing live music scene through the development of a new cultural centre and a small masterplan of public realm improvements.

The regeneration involved removing much of the car parking from the space and pedestrianising the area. New street lighting, tree planting, seating and cycle parking facilities were installed and the square was brought to life with a jazz club, market stalls and a café. HCD has enabled many other new businesses and organisations to take up residence in the surrounding workspaces for small enterprises.

Since its completion, the square has been used successfully for a variety of events and HCD has consolidated a community of small enterprises and local groups, helping to trigger the recent transformation of Dalston making it one of London's most creative communities.



Van Gogh Walk

London Borough of Lambeth
SW9

COMPLETION DATE
2013

COST
£420,000

FUNDING SOURCES
£300,000 TfL
£120,000 Section 106 contributions

Consultants:
Highways design: Lambeth Council
Landscape design: Shape

Contractor:
FM Conway

Stakeholders:
Durand Academy
Hyde Housing Association
London & Quadrant
London Borough of Lambeth
Reay Primary School
Streets Ahead
TfL

Better Streets level of intervention

- Recreate the street
- Rethink traffic management
- Relocate/merge functions
- De-clutter
- Tidy up



Before



After



Van Gogh Walk is a small local street in a residential area which has been significantly improved through the efforts and successful collaboration of Lambeth councillors and a steering group of housing associations, schools and local people. The street was previously known as Isobel Street, but was renamed to celebrate Van Gogh’s residency in the area. The scheme has transformed the once empty and little-used space into a communal back garden.

The idea was conceived out of a grass roots project, and linked artists, architects and the council with residents and local stakeholders to create design solutions to meet local needs. The resulting space was designed to be used as a small urban park, with sculptures, planting and space to play ball games.

This was reinforced through the introduction of a 20mph zone and the permanent closure of part of the street to vehicles. Art work, planting and a landscaping scheme inspired by the colours and images from Van Gogh’s work help create a pleasant route to walk and cycle through. Lockable cycle parking has also been provided for local residents.

The project has won several awards, and most recently received first place at The Placemaking Awards 2013 for local impact and good design. It has also been praised as an example of what successful relationships between councillors and local stakeholders can achieve.



Vauxhall Walk Rain Gardens

London Borough of Lambeth
SE11

COMPLETION DATE
MAY 2015

COST
£430,000

FUNDING SOURCES
£205,000 TfL
£150,000 London Borough of Lambeth
£75,000 Vauxhall One Business Improvement District

Consultants:
Hugo Bugg Landscapes
Erect Architecture
J&L Gibbons, Landscape Architecture, Urban Design

Contractors:
Lambeth Council (Highways)
FM Conway
Streetscape horticultural apprentices

Stakeholders:
Chelsea Flower Show
Chelsea Fringe
London Borough of Lambeth
Royal Bank of Canada
Streetscape Social Enterprise Limited
Tea House Theatre café
TfL
Vauxhall One Business Improvement District

Better Streets level of intervention

Recreate the street	<input type="checkbox"/>
Rethink traffic management	<input checked="" type="checkbox"/>
Relocate/merge functions	<input checked="" type="checkbox"/>
De-clutter	<input checked="" type="checkbox"/>
Tidy up	<input checked="" type="checkbox"/>



Before



After



Vauxhall makes up an integral part of the Vauxhall, Nine Elms, Battersea Opportunity Area, now renamed Nine Elms on the South Bank (NESB). It is being transformed into London's next creative quarter with many new galleries opening in the area, most notably Damien Hirst's Newport Street Gallery. The 'missing link' was conceived in the absence of a connection between the proposed network of green spaces for pedestrians and cyclists in the NESB area to the South Bank.

Part of the project involved the creation of the Missing Link Rain Garden, created by a Chelsea Flower Show Gold Medal winner. The garden incorporates new sustainable drainage technology

that keeps water out of a combined sewer and storm water system that is already at capacity.

As an important part of the cycling network and the commuter trail, the rain garden improves the experience for cyclists and pedestrians moving through Vauxhall, making it feel safer and more enjoyable. The public space created outside the Tea House Theatre on Vauxhall Walk and the cycle hire scheme encourages people to linger in the area and visit the Vauxhall Pleasure Gardens. The rain garden, along with other green spaces in the borough, was planted and is maintained by Streetscape, a social enterprise which trains local young adults as horticultural apprentices.



INTERCHANGES

In anticipation of London's growing population, major infrastructure schemes such as Crossrail are being developed to help provide efficient and fast links from London to surrounding counties and to the rest of the country. In order to support the expected increase in demand that these schemes are likely to generate many existing stations and their surrounding environs are seeing major improvements in order to make interchanges seamless. In turn these upgraded stations and their public realm will reinforce the stations as landmarks.

**Sutton
Station
Gateway**

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Sutton Station Gateway

London Borough of Sutton
SM1

COMPLETION DATE
JUNE 2015

COST
£1.788m

FUNDING SOURCES
£740,000 TfL
£465,000 Network Rail
£399,000 Section 106 contributions
£100,000 London Borough of Sutton
£84,000 Southern Railway

HEALTH BENEFITS PER YEAR
 **£223,000**

Consultants:
Gillespies
We Made That

Contractor:
EM Highway Services

Stakeholders:
Local businesses
London Borough of Sutton
Network Rail
Southern Railways
TfL

Better Streets level of intervention

- Recreate the street
- Rethink traffic management
- Relocate/merge functions
- De-clutter
- Tidy up



Before



After



Situated on busy Brighton Road, Sutton station is the gateway to the town centre. These public realm improvements are part of a larger scheme which includes improving access and transport interchanges at the station. The project aimed to improve passenger experience as well as rejuvenate a tired public realm in order to create a stronger identity, thereby attracting visitors and investment into the area to boost the local economy.

A gateway public realm strategy was created by a partnership between the London Borough of Sutton and We Made That architects to ensure that a consistent palette of materials and street furniture, design quality and principles were maintained

throughout the site. In an effort to create a more comfortable pedestrian experience the London Borough of Sutton worked with local businesses to improve their shop fronts to cater for outdoor dining. New facilities for cyclists were also installed, pavements and crossings were widened for a new entrance at the side of the station, and bus stops and taxi ranks were rationalised to reduce passenger and traffic congestion.

Efforts to de-clutter the public realm and to improve pavement materials, as well as the introduction of street plants and lighting, have improved the legibility of the streetscape and reasserted the role of the pedestrian in the public realm.



JUNCTIONS AND LINKS

In the past, the Capital's streets have tended to be designed around the movement and efficiency of car journeys. The resulting roads discourage active modes of transport and have negatively impacted on the vitality and economies of town centres and high streets.

We are actively encouraging Londoners to shift to other modes of travelling and advocating street design which has the flexibility to accommodate a pleasant journey for all users. The Better Streets initiative has encouraged designers to see streets as social spaces and recognises the value that intensified pedestrian use can bring.

Euston Circus

38

Holborn Circus

42

Leonard Circus

44

Euston Circus

London Borough of Camden
WIT / NWI / WCIT

COMPLETION DATE
DECEMBER 2013

COST
£4.475m

FUNDING SOURCES
£3m British Land
£1.25m TfL
£125,000 GLA Group
£100,000 London Development Agency

HEALTH BENEFITS PER YEAR

 **£540,000**

Consultants:
Hyder Consulting
Urban design and landscape: John McAslan + Partners

Contractor:
Ringway Jacobs

Stakeholders:
British Land
London Borough of Camden
London Cycling Campaign
Mayor's Design Advisory Group
Mayor's Great Outdoors programme
TfL
University College Hospital

Better Streets level of intervention

- Recreate the street
- Rethink traffic management
- Relocate/merge functions
- De-clutter
- Tidy up



Before



After



Euston Circus is located at the junction of Tottenham Court Road, Hampstead Road and Euston Road. The junction experiences high levels of heavy traffic as well as high numbers of pedestrians and cyclists. The British Land development, Regents Place, in the north-west corner of the junction acted as a catalyst for the redesign of this junction and was supported by local stakeholders and Camden Council.

The site suffered from a fragmented public realm with convoluted crossings and cycle routes. The new design sought to rationalise and simplify movement through the junction in order to serve all modes equally, including pedestrians.

Future provision has been made as part of Camden's West End Project to redevelop Tottenham Court Road

and implement two-way travel for buses and cycling along Tottenham Court Road in advance of the arrival of Crossrail at Tottenham Court Road station.

Provision for cycling has also been improved with additional parking facilities and advance stop signs as well as enhancements to the contraflow cycle lane on the south east slip road.

A much needed uplift in the public realm has helped to give a better sense of place by providing seating, new tree planting and better signage. The area and its uses are now much more clearly defined and it feels pleasant and safe to walk through. In particular, negotiating the junction on foot is far more convenient and straight forward with the introduction of direct crossings on each arm.





Holborn Circus

London Borough of Camden and City of London EC1N/EC4A

COMPLETION DATE
2014

COST
£3.24m

FUNDING SOURCES
£2.66m TfL
£310,000 City of London
£250,000 Section 106 contributions
£20,000 London Borough of Camden

HEALTH BENEFITS PER YEAR
 £2.959m

Consultants:
Feasibility options: Project Centre
Conservation: Rupert Harris Conservation

Construction:
JB Riney & Co Limited
Traffic signals: Serco
CCTV cameras: Tyco
Archaeological survey: Museum of London Archaeology (MOLA)

Stakeholders:
Camden Cyclists (a branch of the London Cycling Campaign)
City Cyclists
City of London
Historic England
London Borough of Camden
Local businesses and residents
TfL
St Andrew Holborn church
Various statutory utilities
The Victorian Society

Better Streets level of intervention

Recreate the street	<input type="checkbox"/>
Rethink traffic management	<input checked="" type="checkbox"/>
Relocate/merge functions	<input checked="" type="checkbox"/>
De-clutter	<input checked="" type="checkbox"/>
Tidy up	<input checked="" type="checkbox"/>



Before



After



Holborn Circus is a key western gateway into the City of London. With six exits and high volumes of motorised, cycle and pedestrian traffic, the junction had the worst accident rate in the borough. The junction was difficult to navigate, especially for pedestrians, and a key heritage asset, the Grade II listed Prince Albert statue, was isolated at its centre. The objectives of the scheme were to reduce the number of accidents, improve connectivity across the junction for pedestrians, and make the junction work better for cyclists.

The scheme significantly realigned the junction; this was made possible by relocating the Prince Albert

statue away from its central location. Connectivity was improved with a substantial increase in pedestrian facilities on the arms of the junction. Advanced stop lines, lead-in lanes and a more legible layout to navigate have made cycling safer and easier.

The project led to a significant amount of carriageway being converted to footway, including the creation of a new public space outside St Andrew Holborn church. Hatton Garden is now a much quieter and less congested route and has a wide pavement shared by cyclists and pedestrians. The streets have been cleared of clutter and have benefited from an upgrade in surface material, seating and planting.

Leonard Circus

London Borough of Hackney
EC2A

COMPLETION DATE
JUNE 2014

COST
£50,000

FUNDING SOURCES
£ 50,000 TfL (Local Implementation Plan)

HEALTH BENEFITS PER YEAR

 **£1.762m**

 **£225,000**

Consultants:
London Borough of Hackney

Contractors:
Volker Highways

Stakeholders:
Living Streets (Hackney)
London Borough of Hackney
London Cycling Campaign
TfL

Better Streets level of intervention

- Recreate the street ■
- Rethink traffic management ■
- Relocate/merge functions ■
- De-clutter ■
- Tidy up ■



Before



After



Leonard Circus is a great example of how a shared space scheme can transform a traffic dominated junction into a public square. Hackney Council used a Dutch design as inspiration for this innovative project which uses pedestrian paving materials at the centre of the junction to create the impression of a usable space.

The newly planted trees help to civilise the space while also acting as obstacles to help slow and direct vehicles. With more people travelling through Hackney on foot or by bike than in any other London borough, the scheme aims to prioritise these vulnerable users over vehicles by turning the

road into a space which is perceived as a pedestrian zone. This makes user priority unclear and forces drivers to slow and be more aware of pedestrians and cyclists.

New lighting, seating and planting are conventional ways of encouraging users to spend time in an outdoor space but Hackney Council has also provided access to power points and WiFi. These facilities create the unique potential of accommodating temporary markets, outdoor cinemas and other events which will bring local people together, giving Leonard Circus the opportunity to become a well-used asset to the community.



TOWN CENTRES

Town centre regeneration has attracted a significant amount of capital from funding programmes. Projects have focused on reinvigorating local economies through public realm improvements. Their successes have relied on being able to create comfortable and flexible environments where pedestrians want to linger and socialise and where local businesses can continue to be adequately serviced. Slowing vehicular movements, more flexible space, easier road crossing, introducing seating and planting can all be instrumental in making town centres vibrant again.

**Bexleyheath
Town Centre**

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**Bromley
Village North**

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**Clapham
Junction**

52

**Clapham
Old Town**

54

**Harlesden
Town Centre**

58

**Hornchurch
Town Centre**

60

**Southall
Broadway
Boulevard**

62

**Sydenham
Town Centre**

64

**Wood Green
High Road**

66



Bexleyheath Town Centre

London Borough of Bexley
DA6

COMPLETION DATE
NOVEMBER 2013

COST
£4.14m

FUNDING SOURCES
£3.5m TfL
£540,000 Section 106 contributions
£100,000 Mayor's Outer London Fund

HEALTH BENEFITS PER YEAR

£412,000

Consultants:
Masterplan and outline design:
Choudhury Lichfield and Associates
Phil Jones Associates
Feria Urbanism
Detailed design: Parsons Brinckerhoff

Contractor:
FM Conway

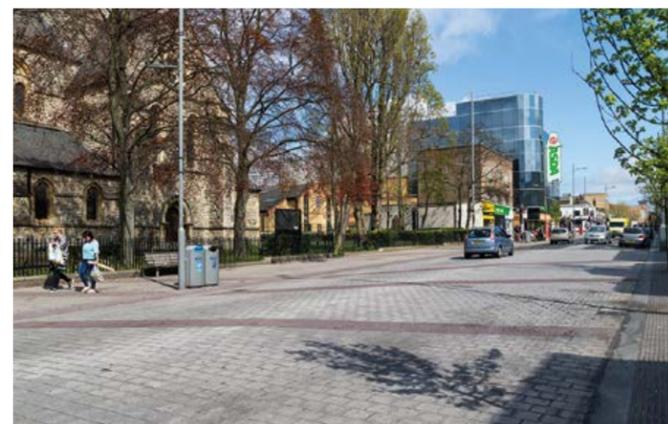
Stakeholders:
Bexley Business Partnership
GLA
London Borough of Bexley
TfL

Better Streets level of intervention

- Recreate the street
- Rethink traffic management
- Relocate/merge functions
- De-clutter
- Tidy up



Before



After



Bexley Council worked with local businesses and TfL to create a scheme of improvements to the town centre's public realm. It was devised as a masterplan of interventions working towards transforming the identity of the area and boosting local business.

The design focused on improving connectivity to the town, and introduced a system of wayfinding from the three nearby railway stations. Footways were repaved with quality materials, new lighting and planting were installed, and informal striped courtesy crossings were introduced to facilitate and prioritise pedestrian movements and safety. New public spaces were also created and linked to heritage trail displays.

Key design features included the introduction of a shared space informal roundabout paved with natural stone at Trinity Place, the replacement of three sets of traffic signals with mini-roundabouts, and the creation of a shared space non-priority crossroads junction on Arnsberg Way. A raised surface public space in front of the historic Christ Church was also developed to integrate the church frontage with the retail units along the Broadway.

The scheme has attracted the attention of other local authorities across the country and won the London Transport Award 2014 for Excellence in Walking and Public Realm, as well as being commended for other awards.

Bromley North Village

London Borough of Bromley
BRI

COMPLETION DATE
2014

COST
£5.275m

FUNDING SOURCES
£2.275m Mayor's Outer London Fund (2011)
£1.5m TfL
£1.5m London Borough of Bromley

HEALTH BENEFITS PER YEAR

£661,000

Consultants:
Bromley Boulevard and Market Square:
Studio Egret West
Signage: Pie Architecture and Objectif

Contractors:
FM Conway

Stakeholders:
Design for London
London Borough of Bromley
Mayor's Great Spaces initiative
TfL
Thames Water

Better Streets level of intervention

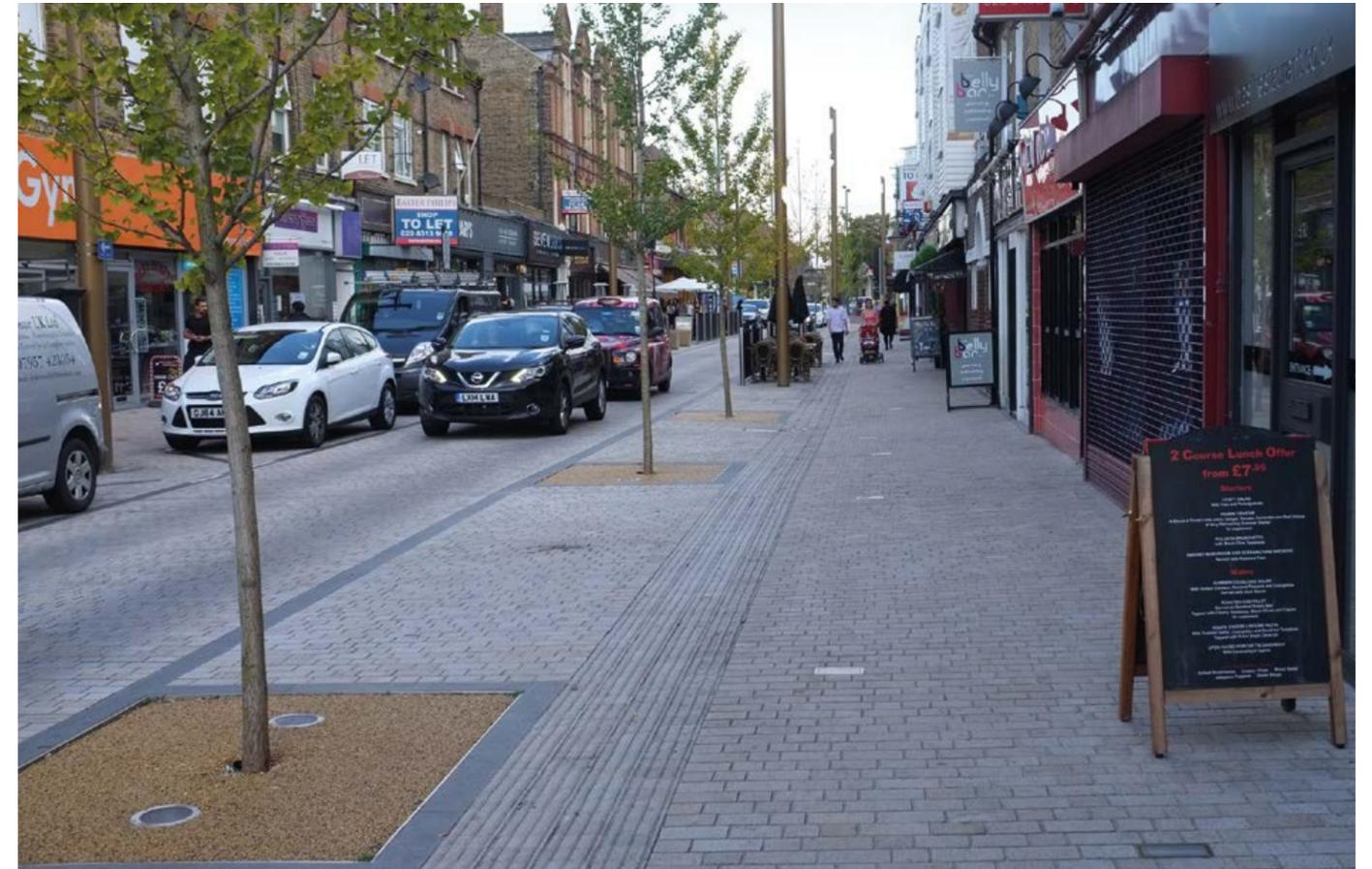
- Recreate the street ■
- Rethink traffic management ■
- Relocate/merge functions ■
- De-clutter ■
- Tidy up ■



Before



After



These public realm works were part of the Bromley Town Centre Area Action Plan, designed to reinvigorate the northern end of the High Street and surrounding local area and to give greater priority to pedestrians. Access to and use of the High Street was improved through the conversion of roads to pedestrian zones and upgraded street furniture, lighting and planting.

The project focused on improving popular routes, and included the introduction of a new market and the creation of a new paving scheme. This enabled existing cafés and restaurants to expand outside and

accommodate al fresco dining, while the scheme still allowed some vehicular movement and access. This added much needed life and character to this part of the town centre.

The project has created a thriving hub, increased footfall and trade for businesses. The town centre has already seen positive signs; more new businesses are opening up and some traders are already reporting increases in sales and customer numbers. The forecourt spaces outside the various cafes and restaurants are being well used and bring the streets to life throughout the day and into the evening.



Clapham Junction

London Borough of Wandsworth
SW11

COMPLETION DATE
2013

COST
£4.29m

FUNDING SOURCES
£2.11m London Borough of Wandsworth
£1.8m TfL
£380,000 Section 106 contributions

HEALTH BENEFITS PER YEAR
 £1.926m

Consultants:
Atkins

Contractors:
Wandsworth Direct Services Organisation
(Phase 1, 2 and 4)
JB Riney & Co Limited (Phase 3)

Stakeholders:
Clapham Junction Town Centre Partnership
London Borough of Wandsworth
TfL
Wandsworth Access Association

Better Streets level of intervention

- Recreate the street
- Rethink traffic management
- Relocate/merge functions
- De-clutter
- Tidy up



Before



After



St John's Road, St John's Hill and Lavender Hill are all part of a local high street network in Clapham Junction. The streets are busy links to Clapham Junction station, lined with shops but dominated by traffic. The area has seen a range of improvements since 2010 including an accessible entrance to Clapham Junction station at Brighton Yard, which was reviewed in the first Better Streets Delivered publication.

These improvements were initiated as part of a traffic scheme designed to ease congestion and make walking in the town centre easier and more pleasant. The developments reduced traffic jams, made the streets safer, improved bus interchange and created

more capacity for pedestrians, prioritising them in the main shopping areas and improving overall safety.

Pavements have been widened and linked together with continuous crossings to create the impression of an unbroken walkway, giving pedestrians priority and improving streetscape legibility. Traffic has been redirected away from the town centre by limiting access except to buses and cyclists and the speed limit has been reduced to 20mph. The streets have been cleared of clutter to create more space for walking and upgraded with planting and lighting and a new diagonal junction crossing, allowing easier and safer access to the station.



Clapham Old Town

London Borough of Lambeth
SW4

COMPLETION DATE
2014

COST
£2.3m

FUNDING SOURCES
£1.8m TfL
£300,000 Section 106 contributions
£200,000 Lambeth Council

HEALTH BENEFITS PER YEAR

£375,000

£49,000

Consultants:
Concept designer: Urban Initiatives Studio and Marks Barfield Architects
Landscape architect: Armstrong Bell Landscape Design
Traffic engineer: Project Centre
Detailed design: FM Conway

Contractor:
FM Conway

Stakeholders:
The Clapham Society
Clapham Common Management Advisory Committee
Design Reference Group
Lambeth Cyclists
Local taxi (black cab) representative
Local residents
London Borough of Lambeth
Transport for All
TfL

Better Streets level of intervention

- Recreate the street ■
- Rethink traffic management ■
- Relocate/merge functions ■
- De-clutter ■
- Tidy up ■



Before



After



Following the success of the public realm works undertaken in Venn Street (see Better Streets Delivered I), the Clapham Old Town Regeneration Project launched a wider scheme to improve Clapham Old Town. This aimed to stimulate the local economy, and improve connectivity and the overall ambience of the area.

Working with local residents and stakeholder groups, the design consultants proposed a radical shift away from a vehicle dominated space to one where street space is largely reallocated to pedestrians. Prior to the scheme, vehicles dominated 65 per cent of the surface. Once complete, this was reversed so that 65 per cent of the public realm was given over to pedestrians and cyclists.

The most transformative change was the replacement of a gyratory around a cluster of bus stands with a

new public space designed to connect the Old Town to Clapham Common and Clapham High Street, while still retaining an efficient bus service.

To encourage walking and cycling in the area, new cycle paths and parking have been introduced. Pavements have been widened, trees planted and seating has been added to create a pleasant environment to walk through while retaining loading facilities for local businesses. Continuous crossings, which extend the pavement surface across a road, feature along the High Street. These prioritise pedestrians and improve streetscape legibility whilst still allowing through movements for vehicles.

During 2015, Clapham Old Town won several awards including Best New Public Space at the New London Awards and the Mayor’s London Planning Awards.



Harlesden Town Centre

London Borough of Brent
NW10

COMPLETION DATE
2015

COST
£4.6m

FUNDING SOURCES
£3.4m TfL (Major Schemes)
£800,000 TfL (Local Implementation Plans)
£400,000 Section 106 contributions

HEALTH BENEFITS PER YEAR

 **£488,000**

Consultants:
Independent accessibility consultant:
David Bonnett Associates
TRANSYT and VISSIM traffic models:
JMP Consultants Limited
Community engagement consultant: Urban Design Skills

Contractor:
Conway AECOM

Stakeholders:
Brent Blind Association
Harlesden Town Team
London Borough of Brent
Mencap and other disability groups
TfL

Better Streets level of intervention

- Recreate the street
- Rethink traffic management
- Relocate/merge functions
- De-clutter
- Tidy up



Before



After



Tom Simpson, GLA

Harlesden has a vibrant town centre located within a diverse community that offers a variety of shops, restaurants and cafés. However it was degraded by the domination of vehicles, poor public realm, illegal parking and inadequate pedestrian and cycling facilities which all created an unsafe environment. Recognising these challenges, Brent Council employed a unique engagement model through the creation of a 'Town Team' to represent the community. This group brought together local residents, businesses, council officers and members, and TfL to shape the aspirations for the area. Together they produced a Town Charter setting out a vision for change for the next five to 10 years.

The resulting scheme focused on the A404 corridor, Manor Park Road, Harlesden High Street and Craven

Park Road. Its aim was to deliver an enhanced public realm that creates safe and accessible crossings, and prioritises local residents' parking needs and loading facilities for businesses. This has been achieved by reversing the gyratory in places from a one-way to a two-way working system and by prohibiting vehicles on the High Street between 10:00 and 16:00.

Harlesden Town Centre has also seen the introduction of raised carriageway surfaces, improved paving, upgraded and strategically placed street furniture, and increased tree planting. The resulting public realm has achieved a more balanced environment in terms of all road user needs and links up with Station Road which is a key gateway into the area.



Hornchurch Town Centre

London Borough of Havering
RM11

COMPLETION DATE
April 2013

COST
£2.5m

FUNDING SOURCES
£2.5m TfL

HEALTH BENEFITS PER YEAR
 £535,000

Consultants:
Cultural strategy: Studio Weave
Visual merchandising workshops, mentoring and makeovers for businesses: Inpsyde
Landscape architect: Gillespies
Urban planners: Allies and Morrison Urban Practitioners
Economics advisor: Regeneris
Highways engineer: Jacobs

Contractor:
Volker Highways

Stakeholders:
Emergency services
Havering Cycle Liaison Group
Havering Local Involvement Network (Havering LINK)
Havering Association for People with Disabilities (HAD)
Highways Area Committee
Hornchurch Problem Solving Committee
Hornchurch Town Centre Partnership
Local businesses
London Borough of Havering
Macular Society
Metropolitan Police Service Safer Neighbourhoods Team
The Guide Dogs for the Blind Association
TfL
Urban Design London

Better Streets level of intervention

- Recreate the street
- Rethink traffic management
- Relocate/merge functions
- De-clutter
- Tidy up



Before



After



Hornchurch Town Centre is an important district centre in Havering distinguished by its medieval street pattern and modern town centre. Although Hornchurch’s retail economy is relatively healthy, the recent economic downturn has had a negative impact on local businesses. The area also suffered from traffic congestion, poor personal safety, inadequate inclusive design features and a tired public realm.

The London Borough of Havering recognised the need to intervene and implemented a programme of works that consisted of cultural and residential redevelopment. They also supported the rebranding of businesses and physical improvements to the street.

A key feature of the scheme was a focus on improving pedestrian access. This was achieved by removing guardrails, placing crossings on desire lines, increasing the width of the footways and implementing a continual central pedestrian crossing strip. The scheme also improved social spaces through planting, new lighting, wayfinding and street furniture. In addition to these developments, traffic flow was also improved, bus stops were made fully accessible, and better provision for cycling was installed.

Further public realm works have begun with additional funding from TfL, following on from the success of the High Street’s improvements. The scheme won a Highly Commended Urban Transport Design Award 2014.



Southall Broadway Boulevard

London Borough of Ealing
UB1

COMPLETION DATE
June 2015

COST
£5.9m

FUNDING SOURCES
£1m TfL
£3.5m Mayor's Regeneration Fund
£30,000 London Borough of Ealing

HEALTH BENEFITS PER YEAR

£1.101m

£11,000

Consultants:
Project Centre

Contractor:
Murrill Construction Limited

Stakeholders:
Catalyst Housing
Metropolitan Police Service (Ealing)
Ealing, Hammersmith & West London College
London Borough of Ealing
Southall Community Alliance
Southall Partnership
TfL
University of West London

Better Streets level of intervention

- Recreate the street
- Rethink traffic management
- Relocate/merge functions
- De-clutter
- Tidy up



Before



After



The public realm improvements to Southall Broadway are conceived as part of a larger £11m scheme, the Big Southall Plan, a project designed to regenerate the area. By upgrading the public realm, the project hopes to boost the local economy, reduce antisocial behaviour and encourage investment.

The creation of the Southall Broadway Boulevard is the largest part of this plan and aims to have a proportionate effect on transforming the town centre. The Broadway was a congested shopping street which had a high number of reported collisions between vehicles and pedestrians or cyclists. The scheme seeks to improve the safety of pedestrians and cyclists by installing a series of raised crossings, narrowing the carriageway and reducing the speed limit to 20mph.

Traffic lights have been removed to reduce stop/start movements, improve traffic flow and help vehicles to negotiate road space more easily. The road has been designed to be easy to cross with wide central islands and business needs have been addressed with loading bays which alternate along the street.

Pavements have been widened to accommodate the high numbers of pedestrians using the street during peak hours. Trees, benches, new lighting and bins have been installed and will help to make the streetscape a more sociable environment.

The scheme was Highly Commended at the London Transport Awards 2015 for the success of its innovative design.

Sydenham Town Centre

London Borough of Lewisham
SE26

COMPLETION DATE
September 2013

COST
£3.725m

FUNDING SOURCES
£2.891m TfL
£517,000 Lewisham Council street light renewal programme PFI
£137,000 London Borough of Lewisham
£100,000 East London line extension capital funding
£80,000 Portas Pilot scheme

HEALTH BENEFITS PER YEAR
 **£221,000**

Consultants:
Peter Brett Associates
London Borough of Lewisham Highways
Lambert + Associates

Contractors:
JB Riney & Co Limited
Lighting: Skanska
Eurovia (UK) Limited
Trueform

Stakeholders:
London Borough of Lewisham
Mayor of London
Network Rail
Sydenham Society
TfL

Better Streets level of intervention

- Recreate the street
- Rethink traffic management
- Relocate/merge functions
- De-clutter
- Tidy up



Before



After



As part of a wider plan to facilitate and concentrate growth within sustainable living areas, such as the Sydenham District Centre, the London Borough of Lewisham undertook public consultation in 2009 on plans to improve the area for pedestrians. Sydenham Town Centre had a struggling local economy with an average retail vacancy rate of 15 per cent. The main shopping street was dominated by cars, especially during peak hours and had carriageways of up to 12 metres in width. Traffic was often fast moving, the effects of which were amplified because of narrow pavements, poor quality public realm and limited crossings.

To create more space for people to walk, the schemes focus was on widening footways and decluttering streets. The number of crossings were rationalised and raised controlled crossings introduced to slow traffic and improve accessibility to bus stops and the railway station. The creation of 'pocket squares' served to punctuate the main street, creating space for market stalls and for people to meet and relax in. The footways also benefitted from a general upgrade with new paving, tree planting, seating and street lighting to create a better sense of place. On completion, the project was extended east of the main scheme continuing the upgrades on Sydenham Road.

Wood Green High Road

London Borough of Haringey
N22

COMPLETION DATE
September 2015

COST
£4.2m

FUNDING SOURCES
£4.2m TfL

HEALTH BENEFITS PER YEAR
 **£1.922m**

Consultants:
East Architecture, Landscape Urban Design
Urban Movement

Contractor:
Ringway Jacobs

Stakeholders:
GLA
London Borough of Haringey
TfL

Better Streets level of intervention

- Recreate the street
- Rethink traffic management
- Relocate/merge functions
- De-clutter
- Tidy up



Before



After



The public realm works of this scheme extend along the whole length of the High Road between Turnpike Lane and Wood Green stations. The road has strong levels of commercial activity, with a mix of small independent businesses, brands, leisure facilities, a shopping centre, a public library and pockets of informal market stalls which spill over in to the side roads. As well as being a retail destination, the High Road is a busy route for buses and vehicular traffic, which often results in congestion and dangerous crossing.

These improvements are designed to enhance pedestrian experience, safety and capacity by widening footways, renewing paving and de-cluttering

the streets. The creation of flexible loading bays helps to serve businesses but are also used as walkways in the absence of loading vehicles. The junctions at Wood Green and Turnpike Lane stations benefit from new crossings, designed to allow for safer and more direct travel along desire lines and to improve access to the stations, parks and cycle and pedestrian routes.

The market stalls, which occupy corners of the side streets, are enhanced with new paving, seating, planting and lighting. These improvements strengthen trade, and their identity on the High Road and activate the connecting routes.



THE FUTURE

The schemes featured in these Better Streets Delivered documents reflect the diversity of London's neighbourhoods. Projects range from local and community led endeavours, like Van Gogh Walk, to large transport interchange overhauls such as the Aldgate Gyratory featured in the next section.

Projects that are not in this document, but will change the face of the Capital, will include the peninsularisation of roundabouts, the introduction of segregated cycle lanes and the new Quietway infrastructure.

The success of each of these schemes will largely be the result of careful planning, management and implementation. While many of the improvements will consist of upgrades to surface materials, planting and lighting, the benefits go far beyond aesthetics.

The Better Streets initiative has and still aims to build streets which offer flexible uses and balance the needs of all users. This next section highlights several projects that are yet to be completed but promise to deliver significant improvements in each location.

**Aldgate
Gyratory**

70

**Ealing
Broadway
Interchange**

72

**Shepherds
Bush Town
Centre West**

74

Aldgate Gyratory

City of London
EC3N & E 1

COMPLETION DATE
Expected spring 2017

COST
£21.4m

FUNDING SOURCES
£8m TfL
£8.3-9.1 Section 106 contributions

HEALTH BENEFITS PER YEAR

 **£2.167m**

Consultants:

- AETC Ltd
- Arcadis
- Atkins
- Burns and Nice
- Fluid Structures
- Gillespies
- Kier Group PLC
- Light Bureau
- MAKE
- Mouchels
- Skelly & Couch
- SKM
- WSP

Contractor:

- JB Riney & Co Limited
- Soft landscape contractor: Hasmead

Stakeholders:

- City of London
- GLA
- Local businesses
- Local developers
- Local residents
- London Borough of Tower Hamlets
- London Metropolitan University
- TfL
- The Aldgate Partnership
- Mayor's Cycling Commissioner
- Minerva Limited
- Sir John Cass's Foundation Primary School
- St Botolph without Aldgate church
- Whitechapel Gallery

Better Streets level of intervention

- Recreate the street 
- Rethink traffic management 
- Relocate/merge functions 
- De-clutter 
- Tidy up 

The City of London engaged with TfL throughout the development of this scheme to redesign the Aldgate Gyratory. The finished project will enhance safety for road users, introduce more greenery, improve lighting and create two new public spaces for events, leisure and play.

The project introduces two-way working on Aldgate High Street, St Botolph Street, a section of Middlesex Street and Minories. These changes will enable the creation of the new public spaces between the Sir John Cass's Foundation Primary School and the St Botolph without Aldgate Church and at the junction of Middlesex Street and St Botolph Street.

The larger of the two public spaces, Aldgate Square, will significantly transform the area, connecting St Botolph without Aldgate Church to the Sir John Cass's Foundation Primary School. It will host an important new cycle connection while still providing a pleasant environment for pedestrians to congregate, relax and play in.

Cycling safety in the Aldgate Gyratory was a priority for cyclist groups during the consultation process. The scheme will tackle these issues of congestion by mitigating conflicting traffic, improving legibility and access for pedestrians and cyclists in particular.



Before



After

Ealing Broadway Interchange

London Borough of Ealing
W5

COMPLETION DATE
2015 (partial), 2019 (full)

COST
£4.3m

FUNDING SOURCES
£4.3m TfL (Major Schemes)

HEALTH BENEFITS PER YEAR

 **£223,000**

 **£45,000**

Consultants:
Halcrow Group
Steer Davies Gleave
Tribal Group
Urban Initiatives Studio

Contractor:
Murrill Construction Limited

Stakeholders:
Central Ealing Residents Association
Crossrail
Ealing Broadway local councillors and Ward Forum
First Great Western
Friends of Haven Green
Local landowners and developers: Benson Elliot
Local residents
Network Rail
TfL

Better Streets level of intervention

- Recreate the street
- Rethink traffic management
- Relocate/merge functions
- De-clutter
- Tidy up

Ealing Broadway station is an important interchange point for several modes of transport and is in close proximity to the main shopping streets. The area suffers from a tired public realm as well as crowding at interchanges and pinch points. This project aims to reassert the importance of pedestrian and cyclist movement by upgrading the existing station environment in two phases (pre- and post-Crossrail works). This will create a large forecourt with bicycle parking facilities, as well as a better interchange with buses.

The first phase (not including the station) implemented an upgraded pedestrian environment with wider pavements, the removal of street clutter and the rationalisation of street furniture. The new layout addresses traffic congestion by relocating bus stops and installing loading bays that serve as footways when not in use.

In addition, existing crossings for pedestrians and cyclists have been enhanced, all of the paths on Haven Green have been resurfaced, the main pedestrian and bus interchange road has been widened, the roundabout at Madeley Road has been upgraded and drainage has been improved to prevent ponding.

Further improvements are planned immediately outside the station entrance prior to the opening of Crossrail, with public art and feature lighting proposed in the forecourt.



Before



After

Shepherds Bush Town Centre West

London Borough of Hammersmith & Fulham W12

COMPLETION DATE

April 2016

COST

£3.66m

FUNDING SOURCES

£2.45m TfL (Major Schemes)
 £880,000 Section 106 contributions
 £200,000 TfL (Local Implementation Plans)
 £130,000 Hammersmith & Fulham Council

HEALTH BENEFITS PER YEAR

£439,000

Consultants:

Preliminary design and transport modelling:
 Project Centre
 Sustainable Drainage Systems (SuDS) design: Robert Bray Associates

Contractors:

Major highway, footway and carriageway civil works:
 FM Conway
 Public lighting and signing works:
 Bouygues Energies & Services
 CCTV services: Chroma Vision

Stakeholders:

Council members
 Hammersmith and Fulham Action on Disability
 Local residents and businesses
 London Borough of Hammersmith & Fulham
 Shepherd's Bush Business Forum
 TfL: Urban Design London, Traffic Infrastructure,
 London Underground & Buses

Better Streets level of intervention

- Recreate the street
- Rethink traffic management
- Relocate/merge functions
- De-clutter
- Tidy up



Before



After



Hammersmith & Fulham Council

Hammersmith & Fulham Council is implementing a public realm improvement scheme for Shepherd's Bush Town Centre West. The project area covers the zone enclosed between the eastern ends of Goldhawk Road and Uxbridge Road (to Devonport Road and Coverdale Road respectively) and Lime Grove.

The aims of the scheme are to address a number of different issues in order to support the regeneration of this part of Shepherd's Bush Town Centre. These include providing better links and spaces within, to and from the White City Opportunity Area; supporting other local regeneration projects such as the Bush Theatre in Uxbridge Road; and ensuring better links and interchanges with and between public transport services.

The project works intend to reduce road collisions and crime, improve pedestrian crossing points and de-clutter the street environment. These developments will enhance the road's ability to

function as a 'living street' which works as a valued place for local people, as well as an efficient space to pass through.

The redesign of the footway and carriageway areas will allow for wider pavements and cycle lanes. Raised paved crossings will help encourage pedestrian priority, while narrowing roads will help reduce motorists' speed through the area. Countdown crossings will feature at signalised junctions to facilitate easier and safer movement. Increased cycle parking and new cycle lanes on main and quieter routes will aim to make the area more accessible by cycle.

The project will also incorporate a Sustainable Drainage System (SuDS) to manage surface water and reduce the risk of flooding in Goldhawk Road.

Opening up routes to natural surveillance, with new street lighting, de-cluttering and tree planting will create an environment that feels safe and inviting.

STREET TYPES FOR LONDON



Street Types for London

London’s popularity is creating unprecedented pressure on the transport network. Roads are at the forefront as they service so many key elements of successful city living. Freight, buses, cycling, walking and of course cars rely heavily on a fully functioning road network, and if road transport begins to falter then the economic impact is severe. In addition to facilitating a well-functioning road network, we also still need to make sure that people are travelling in an environment which helps them remember why they want to spend time in the Capital.

Multiple highway authorities are responsible for managing how London’s roads look, feel and perform. This creates benefits as new designs can be responsive to a range of resident and business needs, but it also creates strategic challenges if any changes limit the ability of people to pass successfully from one area of the Capital to another. Understanding the space needed to move people and that required for civic amenities is imperative for both planners and designers.

We have begun to address challenges facing London’s roads through the use of a new concept called Street Types for London. This takes account not only of the traditional Movement function of streets, but also the increasingly important Place function: recognising the key role that roads play in the civic and commercial life of the city. In 2013 Transport for London (TfL) decided to develop Street Types for London with all willing boroughs.

We piloted a number of different ways to translate the concept into a transport planning tool. The final method was based on both data and expert opinion captured in a series of workshops, and consultation began in September 2014.

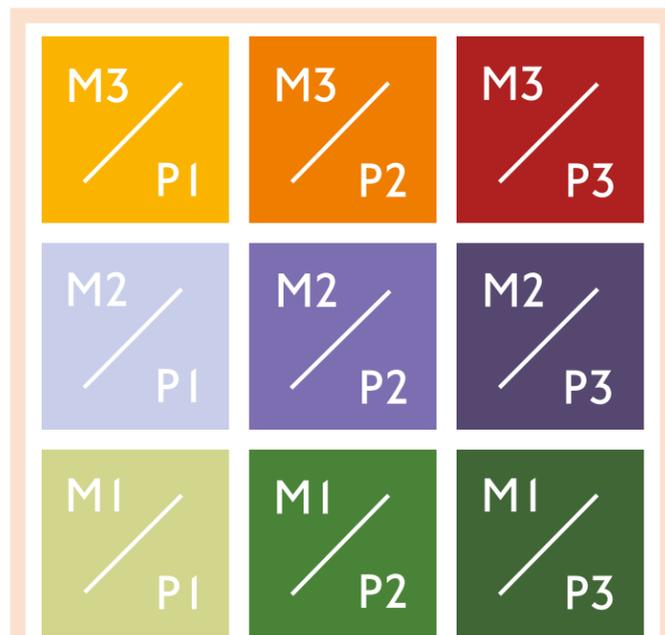


Figure 2: Street Types for London matrix
Locations in the top tier (M3) of the ‘movement’ scale, are critical to the network that moves people and goods across the city, whereas areas that rank highly on the ‘place’ index (P3), are those that attract significant numbers of people from a wide catchment.

In simplified terms the STfL process encouraged neighbouring highway authorities to reach consensus on the movement (M) and place (P) function for any location according to three tiers – these were then assembled to form the nine Street Types. Throughout the project over 65 independently facilitated STfL workshops were conducted following this set process. As a result more than 400 transport professionals have interpreted data using local/strategic knowledge from urban planners, scheme designers, council officers, and traffic managers. This consultation process disregarded existing road hierarchies and for the first time explicitly recognised where streets are serving an important community function.

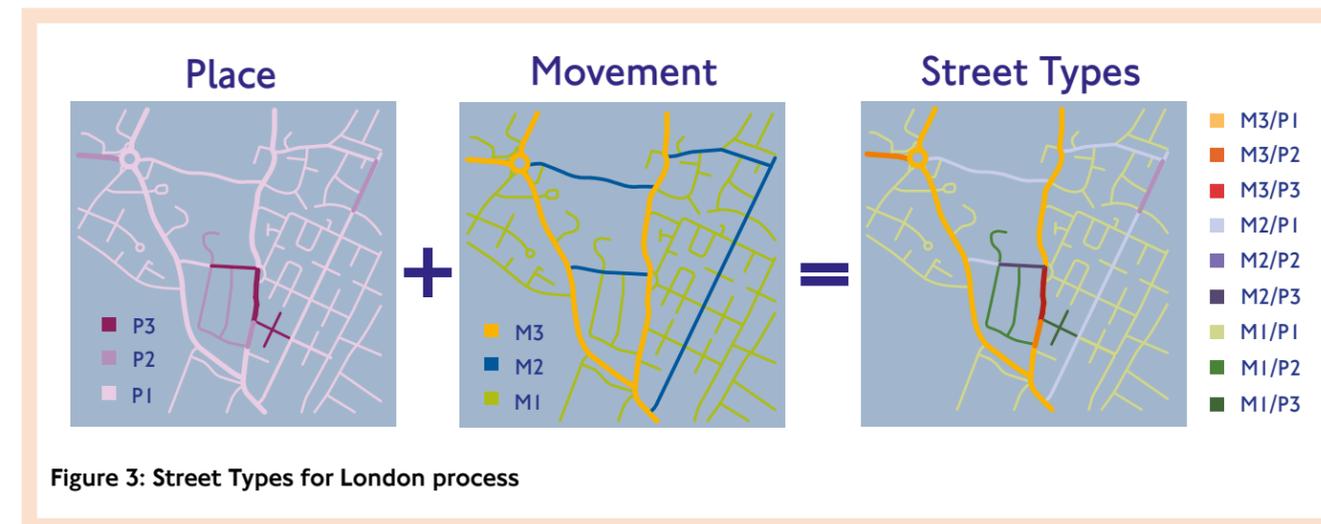


Figure 3: Street Types for London process

The resulting map does not describe the quality of the road but illustrates agreement on the current function, a critical step in understanding the amount of change needed when planning for the future. Importantly officers are able to reference the individual movement and place maps separately to understand the component pressures upon a location and help design interventions that best respond to those priorities.

In some cases it may be appropriate to rebalance the ‘movement’ and ‘place’ function of a street, so it fulfils a new role in the network in response to changes in demand, land use or policy. In other cases a road may already be performing its intended role, but due to a mismatch between form and function, it does not perform to its full potential. In this case Street Types help designers recognise opportunities and constraints within a network of streets so that they can fulfil different, yet complementary functions.

Street Types will evolve over time but work so far already highlights that there are great benefits for London when highway authorities collaborate together with a single perspective to help manage emerging pressures for limited road space.

