

Streatham

*Transforming Britain's 'worst street' to a place for people.
With Atkins for Transport for London 2003 & 2004*

Britain's worst street

In 2002, Streatham High Road was voted as Britain's worst street in a poll by CABE (Commission for Architecture and the Built Environment).

Why?

- 'a junction which defies belief and is permanently marked by a single ever shifting traffic cone'
- run down shop fronts
- broken lighting
- cramped and broken pavements (Source CABE)

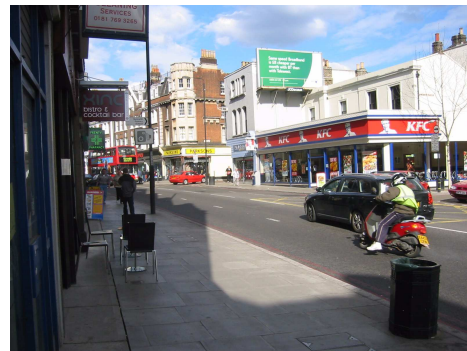
The response?

Transport for London (TfL), Lambeth Council and the Streatham High Road Town Centre Management teams began a process of change with the "from drivethru' to destination" masterplan. Its aims were to promote the needs of pedestrians, shoppers cyclists and public transport users before the requirements of traffic on a 3 km length of the A23.

The problems for pedestrians

The streetscape environment was based on the needs of traffic. Barriers lined the streets, pavements were narrow and further hindered by street clutter and crossings facilities were infrequent.

To identify the level to which the environment was affecting how pedestrians move around the area, Intelligent Space undertook a series of detailed surveys of pedestrians routes as well as modelling key pedestrian routes through the area. These were used to inform the masterplan. The same analyses were undertaken once the scheme was implemented to review how successful the changes were for people on foot.



The outcomes

Does the removal of pedestrian barriers increase informal crossing rates?

NO. Initial findings of the monitoring show no increase in patterns of dangerous crossing despite the removal of barriers. In 2003, 87% of people crossed at formal crossing facilities, in 2002 it was 86%.

Did the A23 create a significant barrier for pedestrians?

YES. In 2002, 73% of pedestrians were walking along one side of the street and only 27% the other.

Were there benefits of using an evidence based approach for pedestrians?

YES. Detailed information on where pedestrians were crossing enabled the transport planners and masterplanners to agree on the placement and timing of pedestrian crossings. It also provided the confidence that the removal of pedestrian barriers would be thoroughly tested and inform the further implementation of the masterplan.

Other improvements

- New & improved pedestrian crossing facilities
- Removal of street clutter especially bollards
- Removal of guard railing along the road
- Increased pavement width
- Improved paving & materials