

TRANSFORMING OUR NEIGHBOURHOODS

Two recent documents advocate a new thinking for our neighbourhoods :-

- Healthy Streets (TfL 2017), and the
- Draft Mayor's Transport Strategy, soon to be final in 2018.

These encourage us to consider how streets can better perform as places in which we live, rather than just a means of getting from A to B.

Waltham Forest pursued this approach with a radical reform of neighbourhoods under the banner of Mini-Holland. This presentation is inspired by the success of Mini-Holland and suggests examples of what might be done in the neighbourhood of Putney, and which could be replicated elsewhere in the Borough. These include :-

- A Mini Holland
- Contra-flow cycling
- Creation of a civic space, and
- Rebalancing the competing functions of movement and place

The intention is to inspire you to consider similar projects for your neighbourhood.

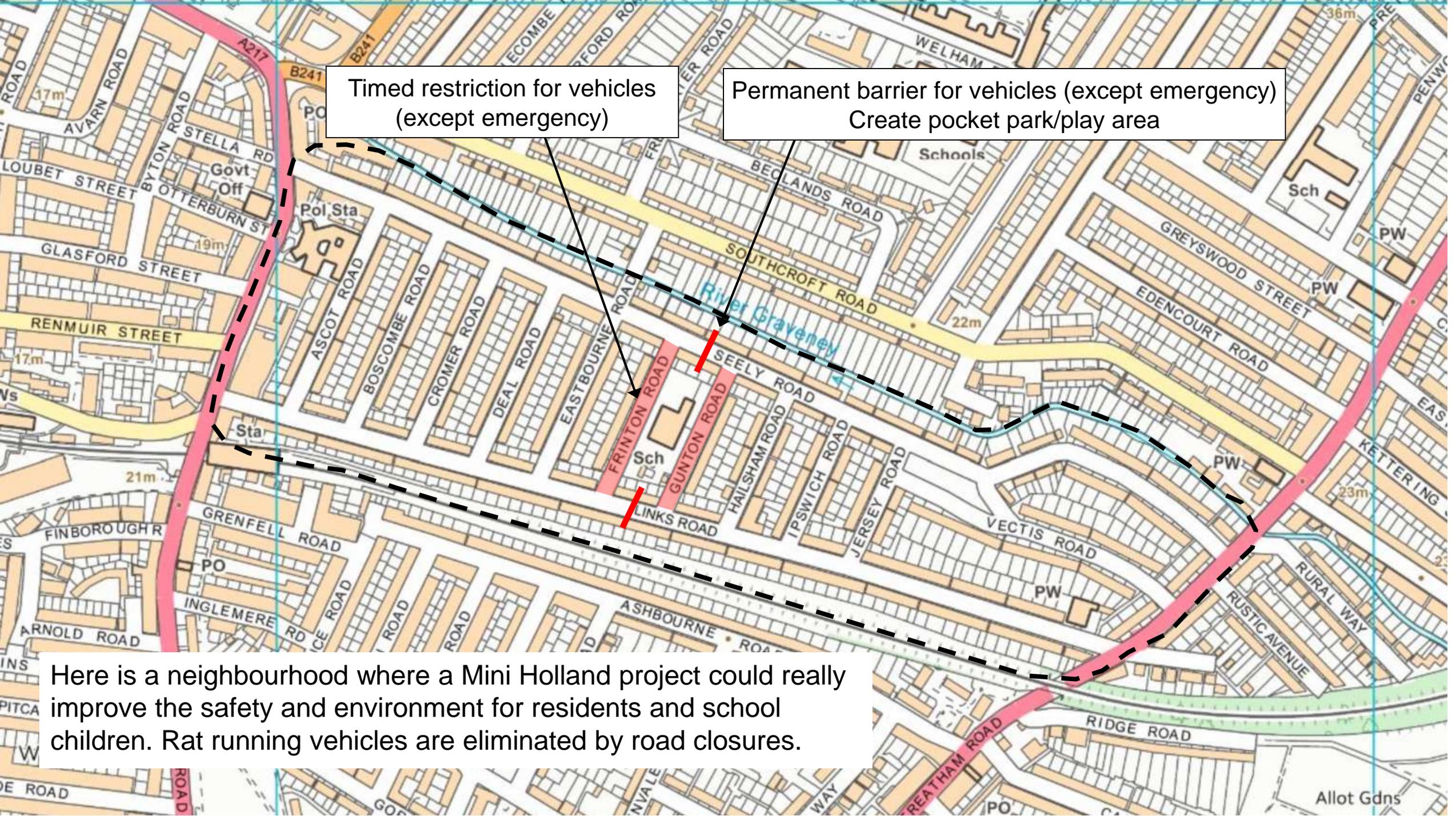
Orford Road in Waltham Forest, Mini Holland. A much improved sense of place. Please note :-

- increased footfall, to the benefit of local shops.
- narrowing a two way road to a single lane in one direction and including a deliberate kink to heighten drivers' awareness and reduce vehicle speed.
- widened the pavements for greater pedestrian movement as well as other local centre activity.
- planting of trees together with low level greenery.



They closed some roads to through traffic to create a network of safe and convenient pedestrian routes.



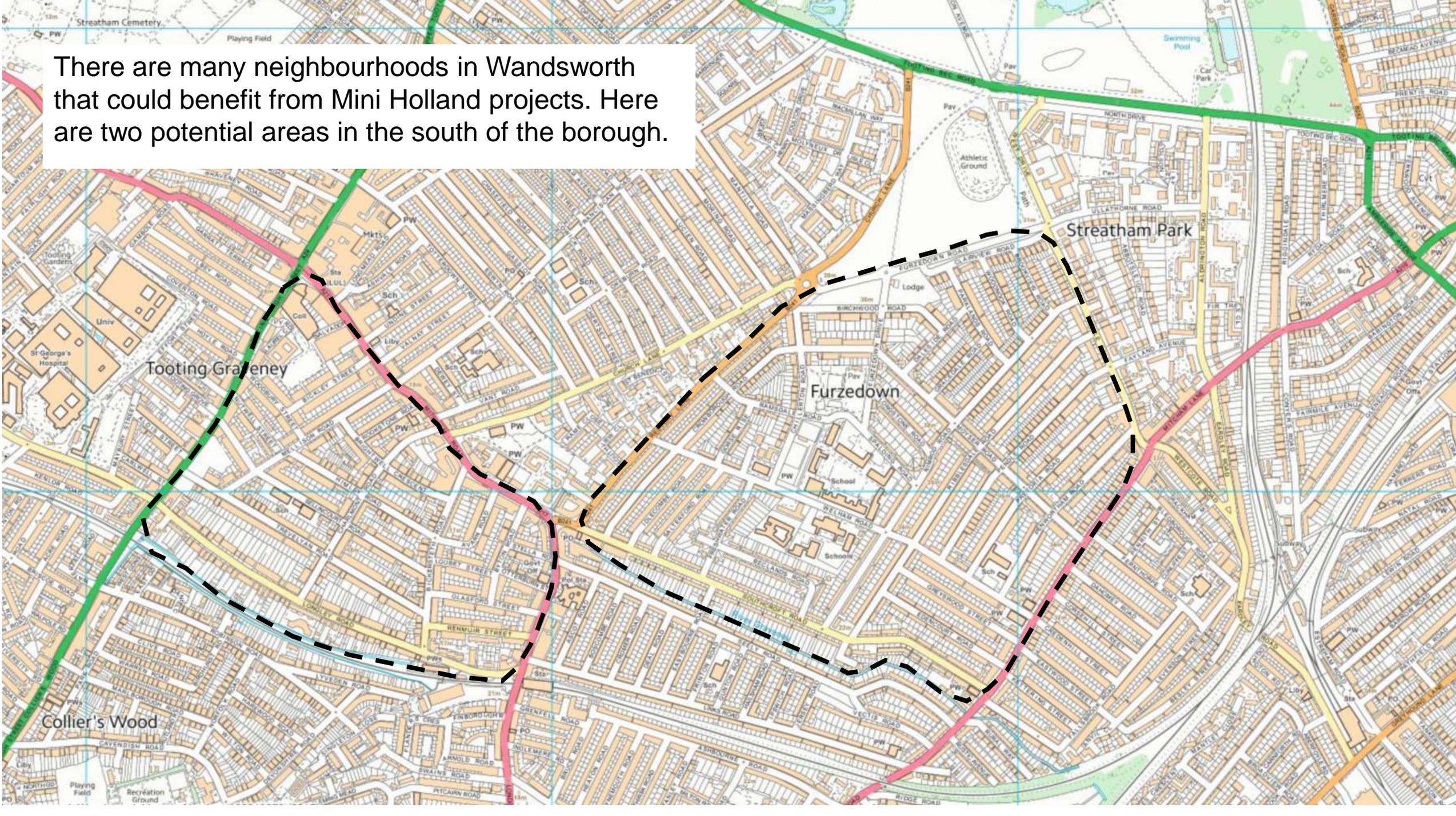


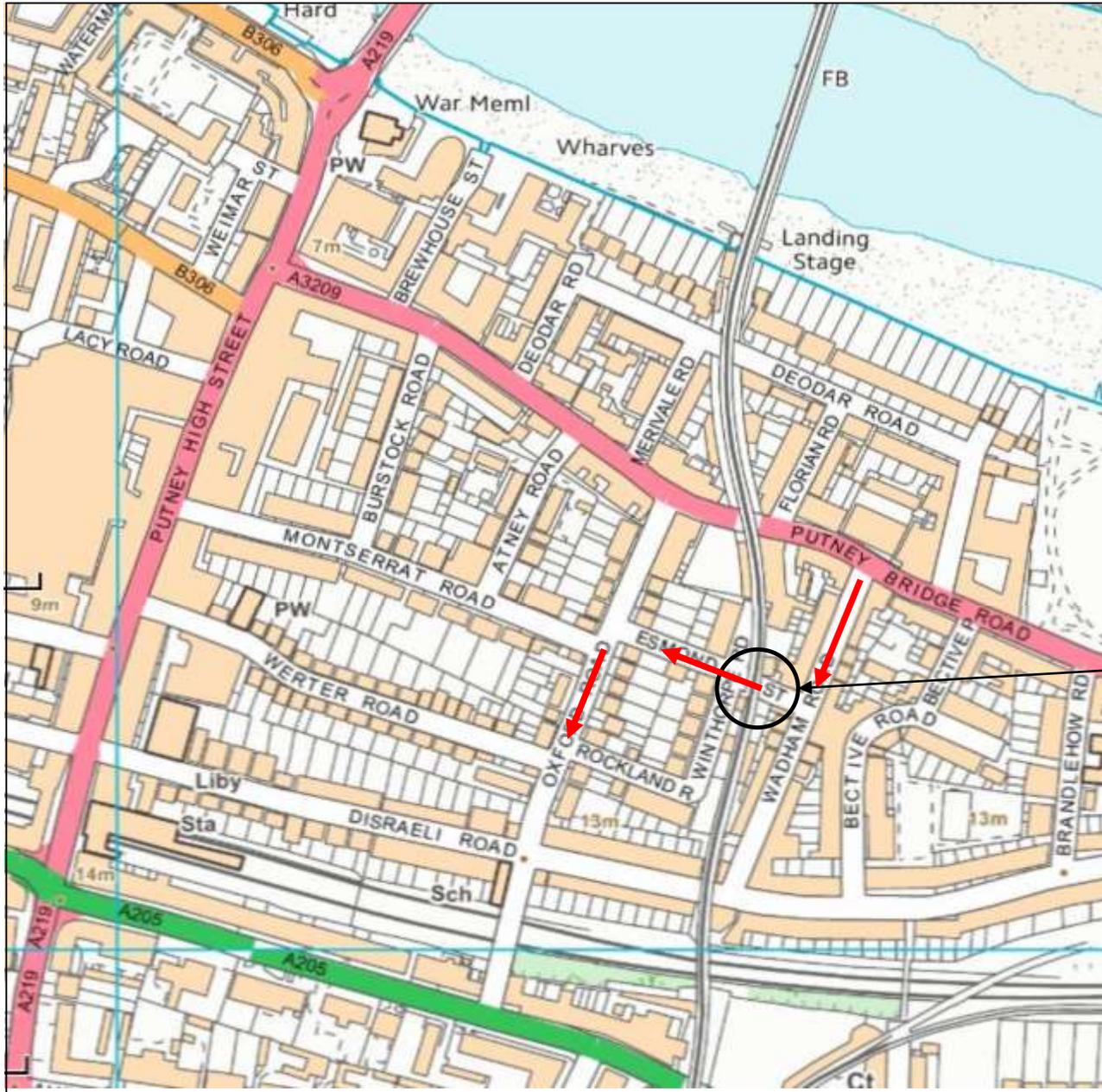
Timed restriction for vehicles (except emergency)

Permanent barrier for vehicles (except emergency)
Create pocket park/play area

Here is a neighbourhood where a Mini Holland project could really improve the safety and environment for residents and school children. Rat running vehicles are eliminated by road closures.

There are many neighbourhoods in Wandsworth that could benefit from Mini Holland projects. Here are two potential areas in the south of the borough.





Mini Holland

Mini Hollands don't need to be big. Here is a potential project that is very mini. Esmond Street is used as a rat run as shown by the arrows.

By closing the road beneath the District Line bridge a pocket park could be created for the benefit of residents and detriment of rat runners.

Esmond Street : Before

Here we have a typical drab street scene.

Parked cars clutter the road.

There is no sense of place.



Esmond Street : After

A pocket park offers a place to sit and relax, and somewhere for children to play.

Vehicles are excluded, although cyclists are free to pass, with care

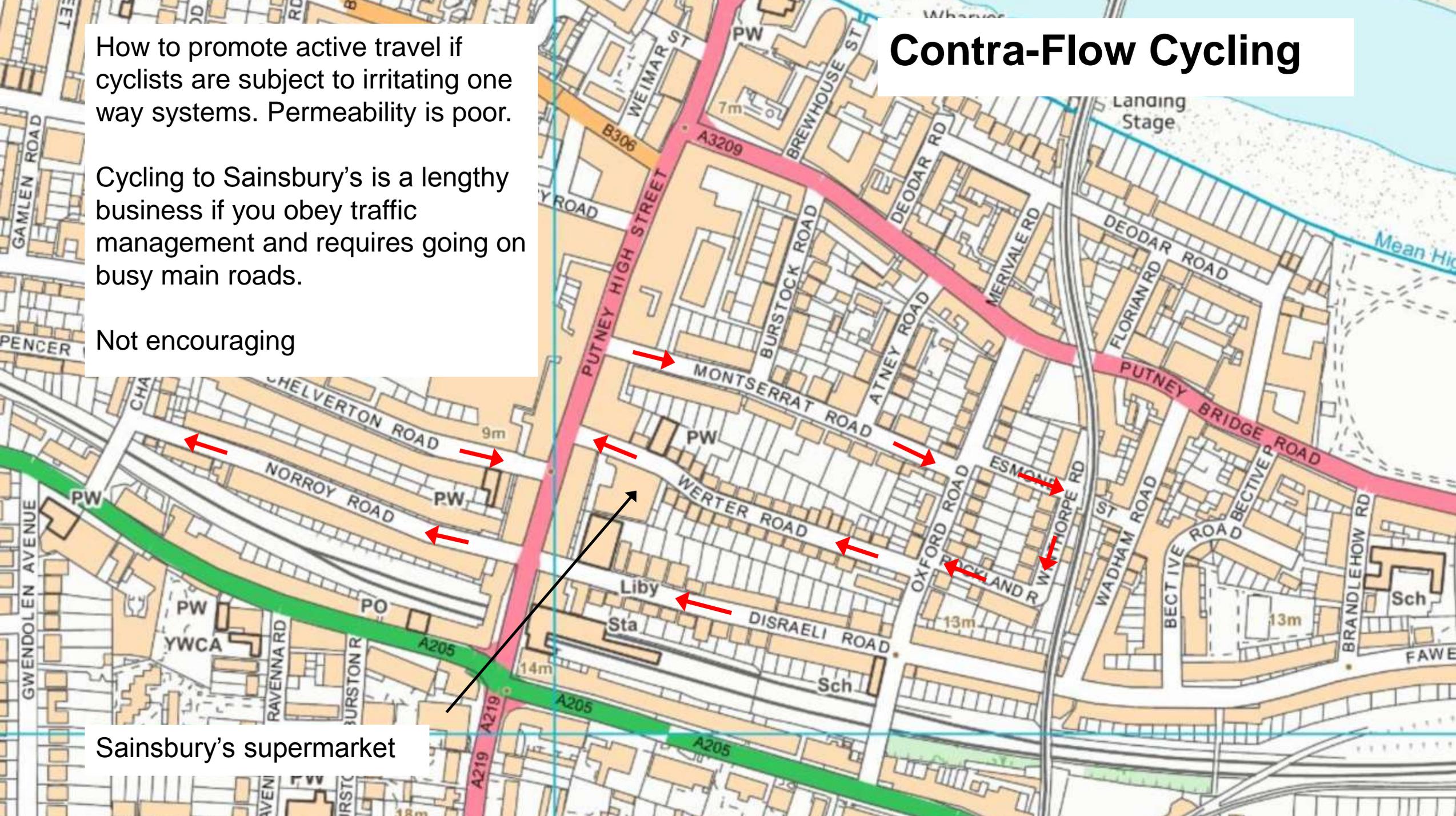


Contra-Flow Cycling

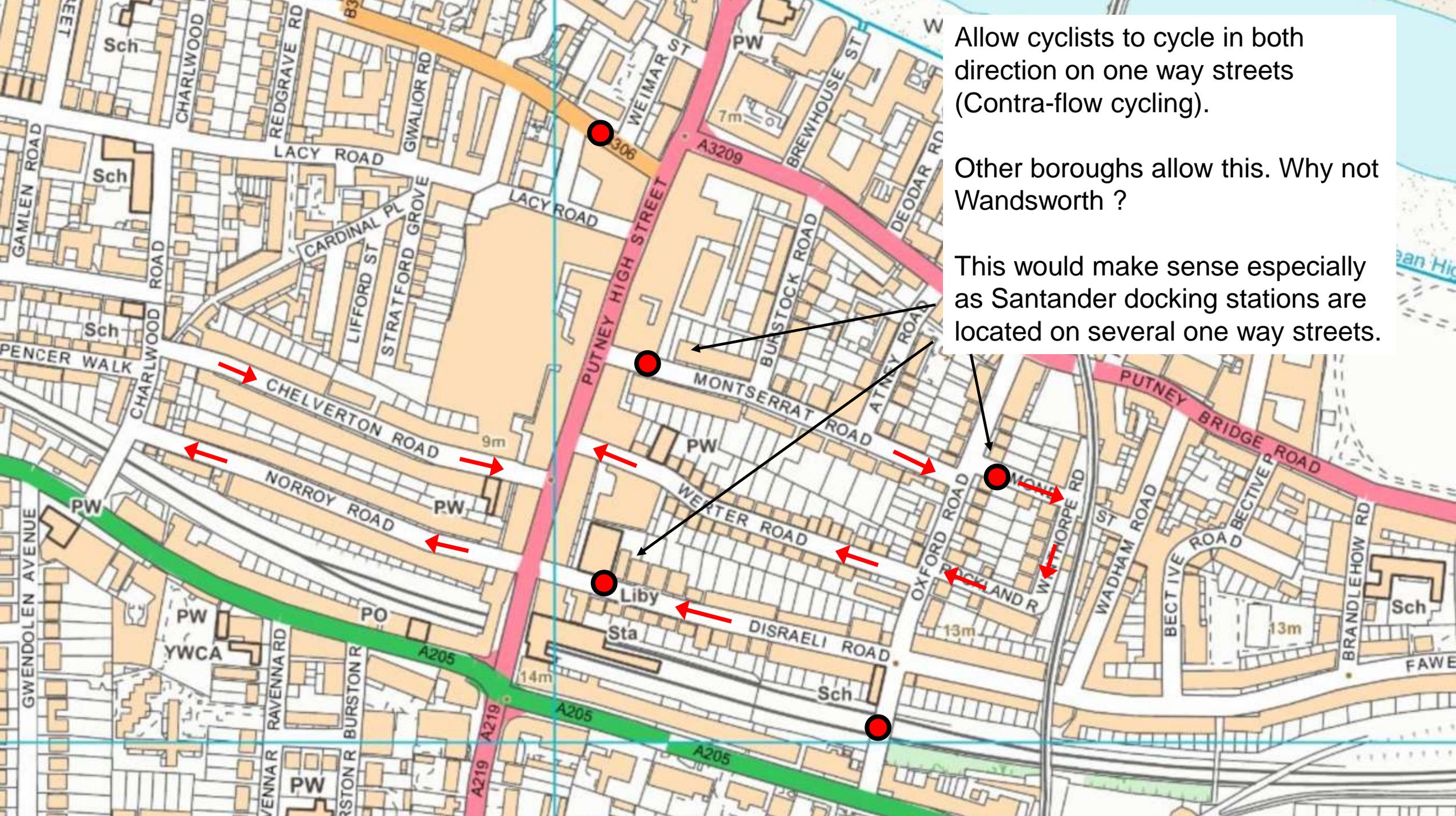
How to promote active travel if cyclists are subject to irritating one way systems. Permeability is poor.

Cycling to Sainsbury's is a lengthy business if you obey traffic management and requires going on busy main roads.

Not encouraging



Sainsbury's supermarket



Allow cyclists to cycle in both direction on one way streets (Contra-flow cycling).

Other boroughs allow this. Why not Wandsworth ?

This would make sense especially as Santander docking stations are located on several one way streets.



Civic Space

Here is a suggestion for a civic space in Putney High Street. There is none apart for the square at St Mary's Church at the northern end

At the western end of Werter Road the space between Sainsbury's supermarket and the Baptist Chapel (Community Church) could be upgraded to create a new civic space in a busy location close to the heart of the High Street.

Most of the one way traffic is rat running due to the restricted turning movement at either end of the High Street



This is how the area looks now. Pretty uninspiring. Note, the narrow road due to parked cars on both sides, the ugly canopy of Sainsbury's and the dilapidated building occupied by W.H Smith





Rat running traffic squeezing passed parked vehicles poses a danger in a busy pedestrian area

The area could be made to look like this – a pedestrian priority zone, with trees, planters, seats and even a market stall. Vehicles could pass through (with care) or better close it to traffic (except cycles and Sainsbury's deliveries) and convert the remainder of Werter Road into a two way road.



And perhaps W.H.Smith might like to utilise their loading bay to better effect – see the next slide



This looks better.
Convert the loading bay into a shop front, to
create a walk through
store to the High Street,
and give the building a
coat of paint.

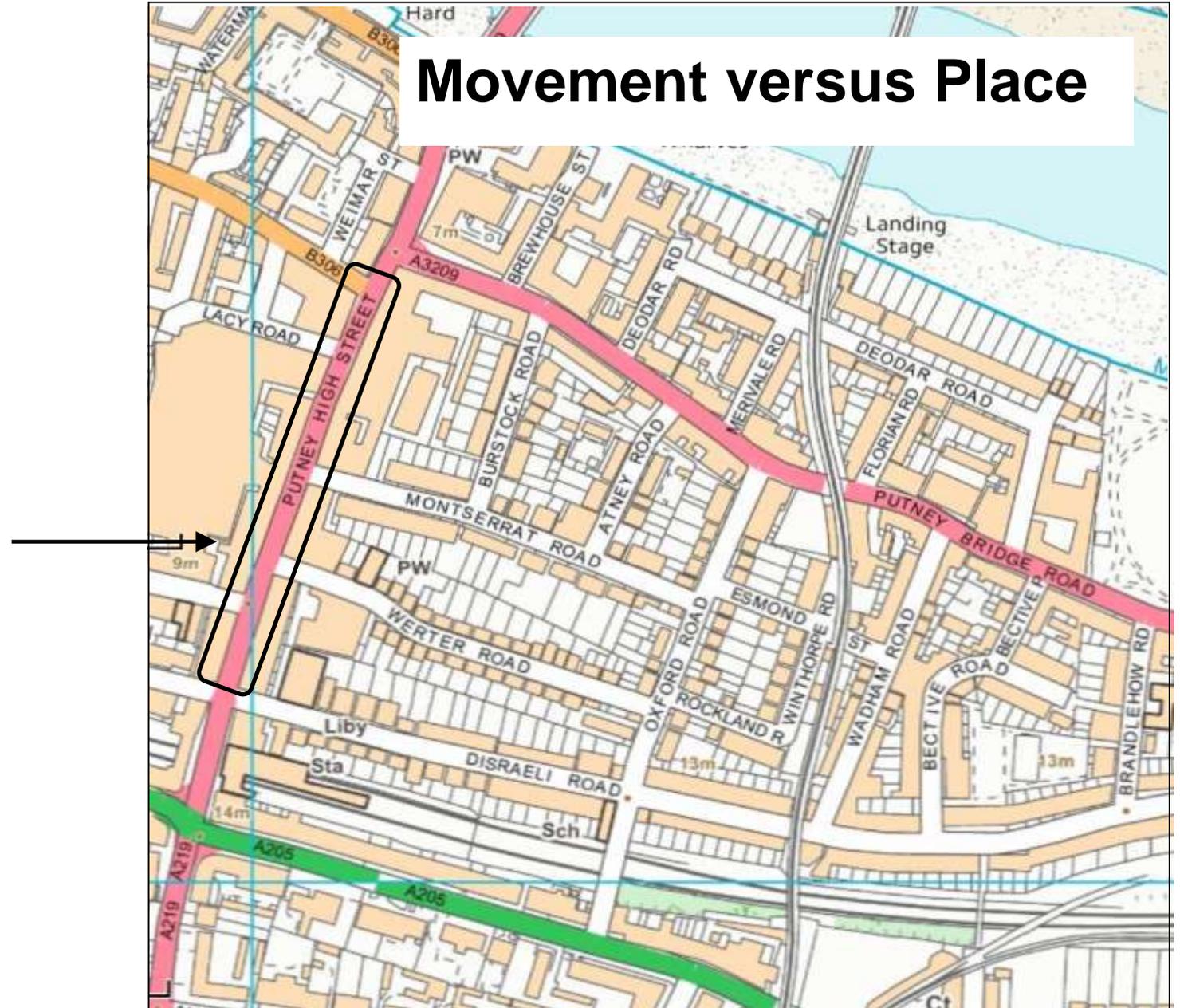


Putney High Street is famous for its failings. A classic case of a local shopping centre where traffic dominates any sense of place.

There is no easy way to re-route the 17,000+ vehicles per day that use the street to access the bridge.

How to rebalance the dual function of movement and place, at least in the prime retail section of the street

Movement versus Place



Even on the rare occasions when the movement function is in abeyance there is no sense of place. Look how wide the road is compared to the narrow pavements on either side. Pedestrians have a tough time walking. There is no greenery and nowhere to sit. It's not a place to linger.



It could look like this. Narrow the road and increase the pavement width by a margin on either side. These shared space margins are for pedestrians, subject to the occasional use for deliveries or to let emergency vehicle pass. Differing surfaces denote differing uses. Drivers go slow as this is not a conventional road. All road users are equal.



Thank You