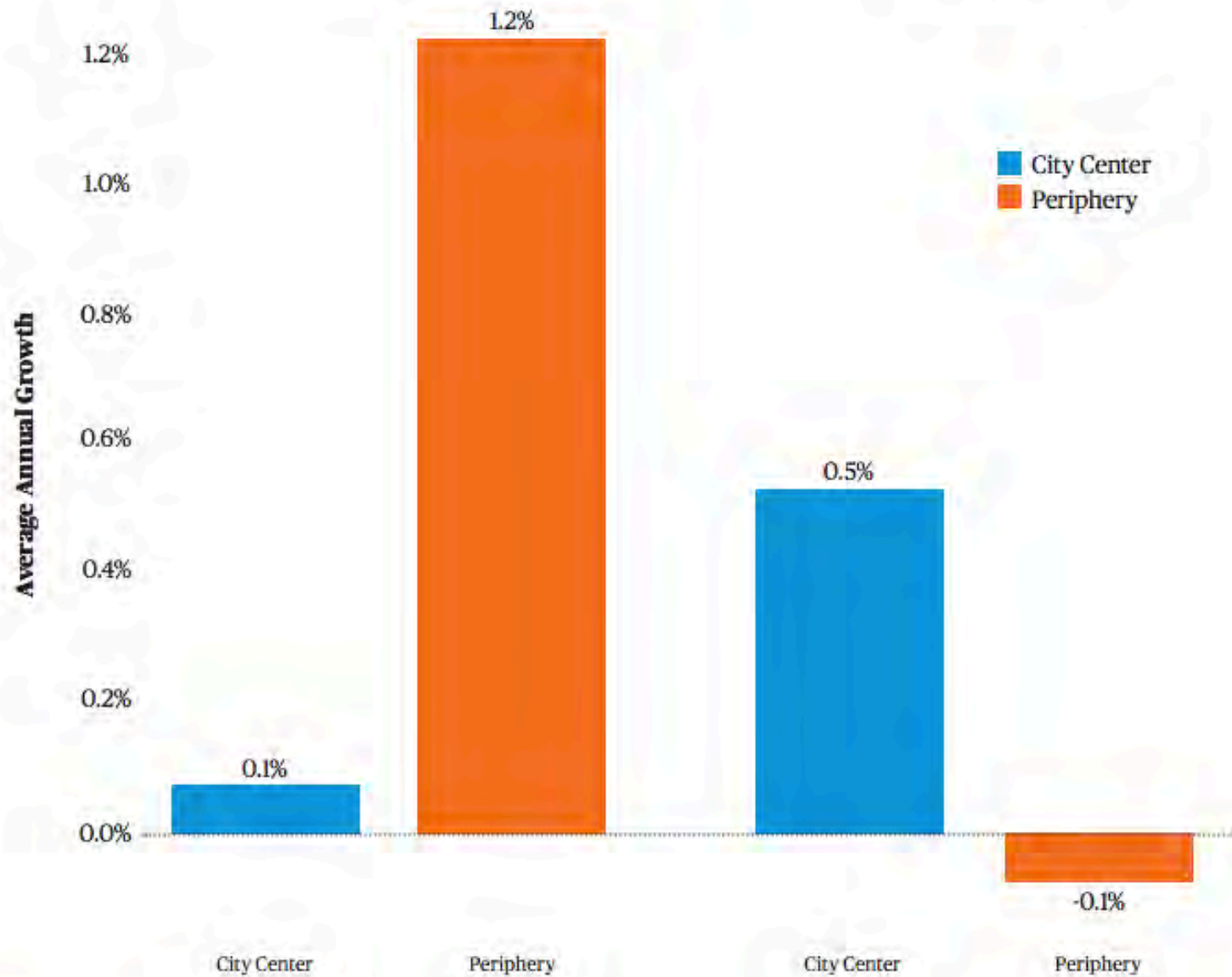




2002-07

2007-11





# VAN GOGH WALK

SW9





PLEASE USE THE FOOTBRIDGE  
SURFACE CROSSING  
CAN BE FATAL

PARADE HANDWAY

SURFACE CROSSING  
CAN BE FATAL

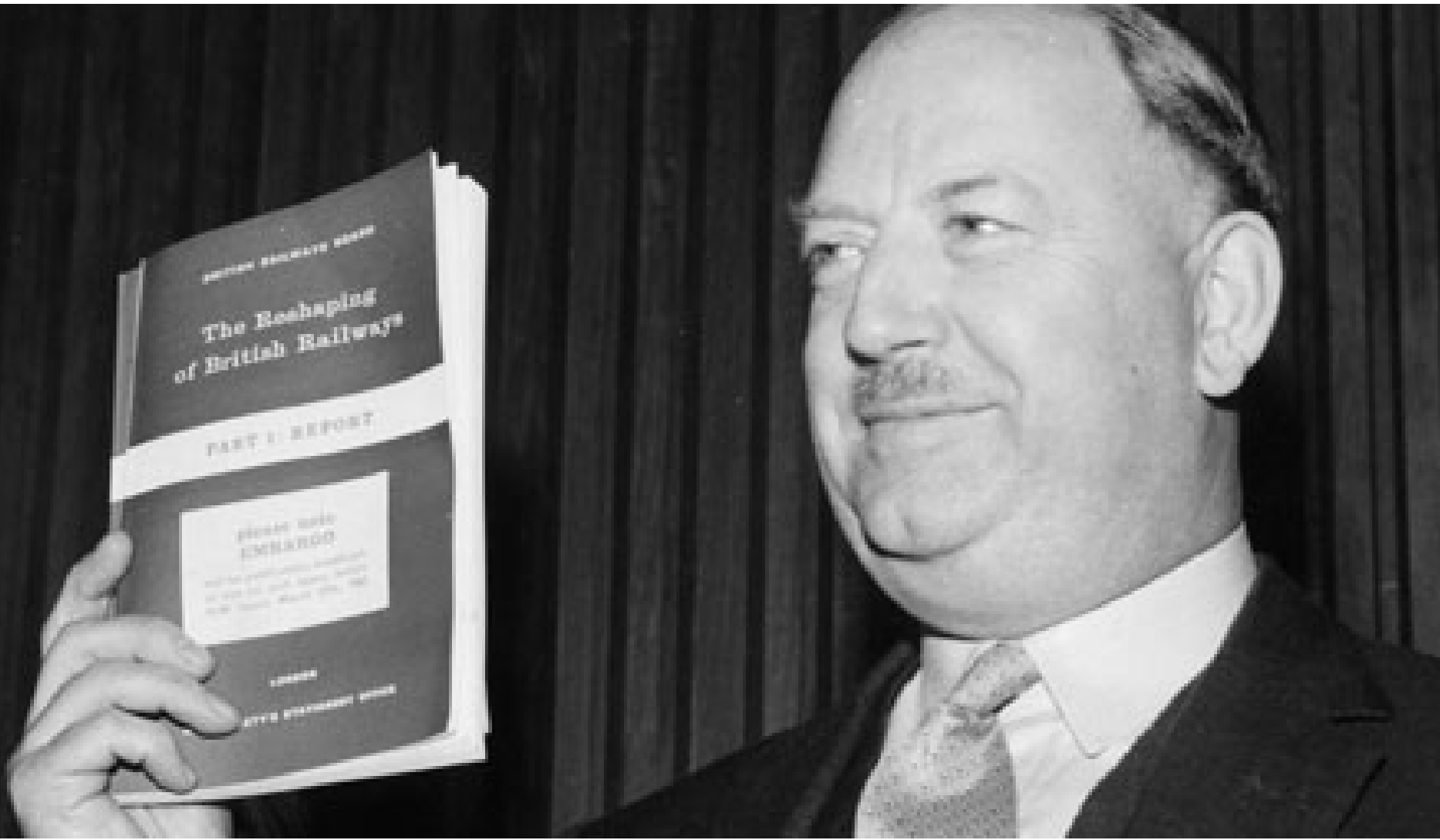
UJFY



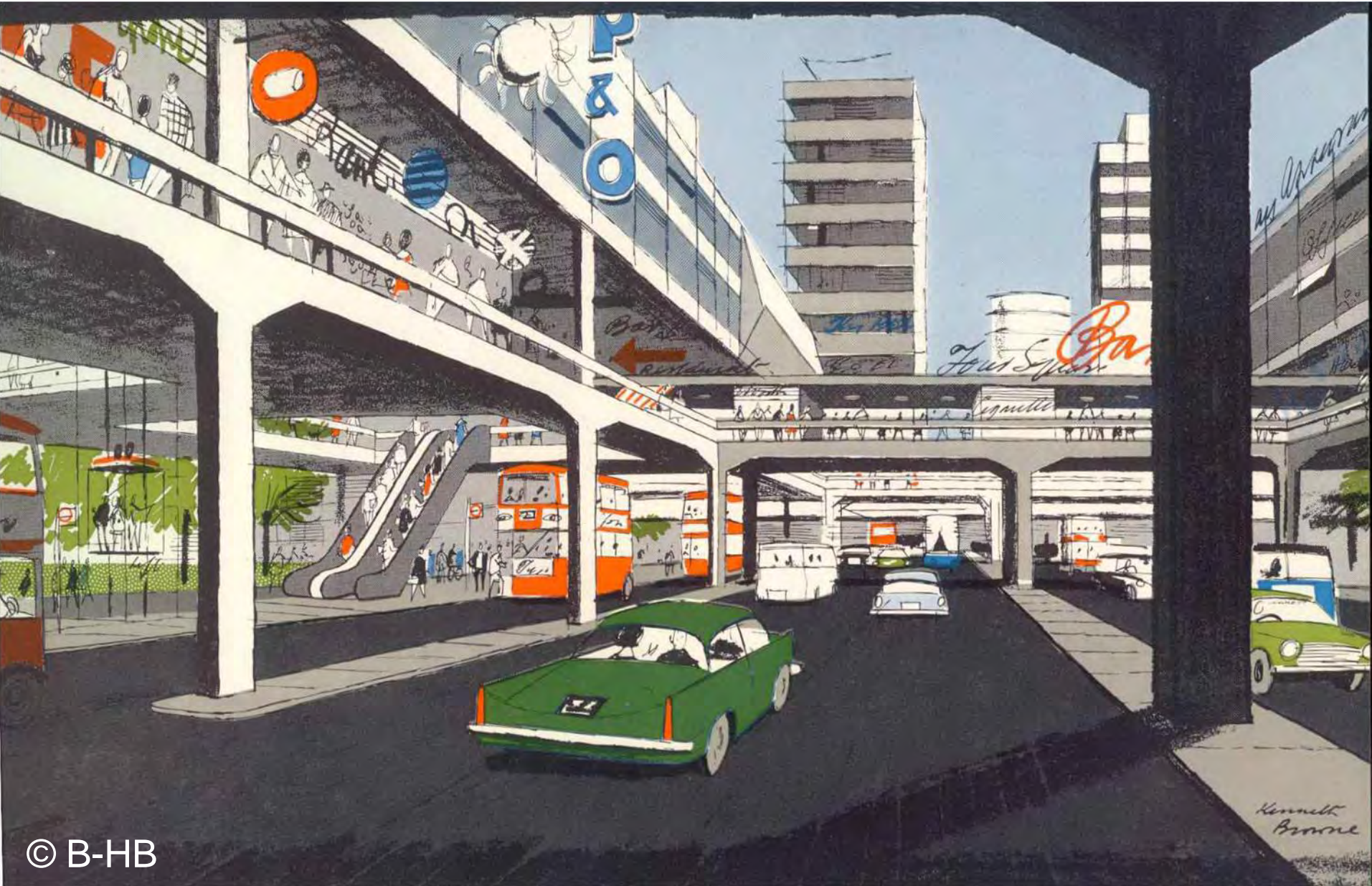












© B-HB

Kenneth  
Brown





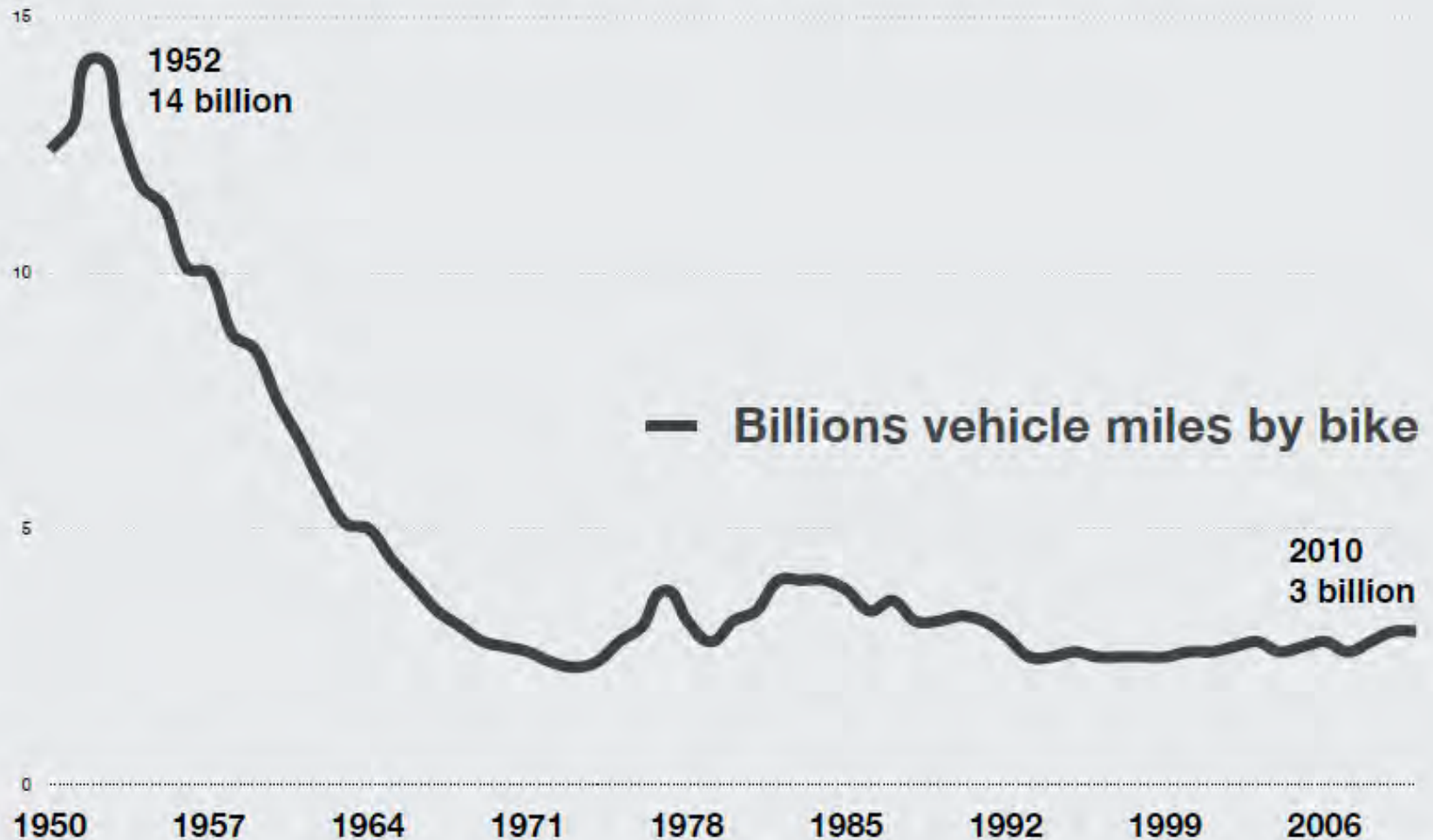
The Phoenix



**Oxford Road, 1976**  
by Visual Resources @ MMU



# The Great Turnaround



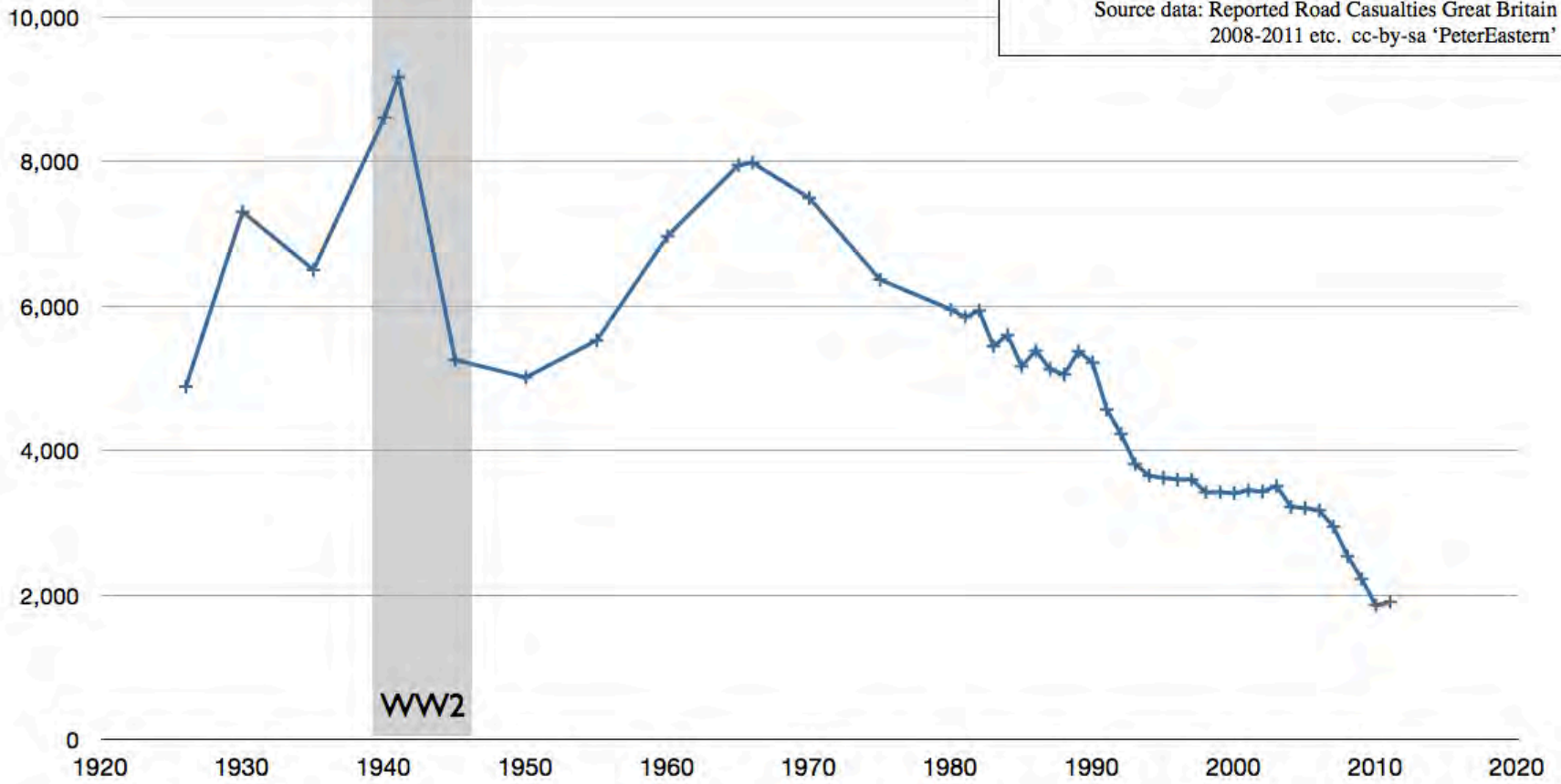
# 1950's Harlow New Town





## Number of people killed in traffic collisions on roads in Great Britain

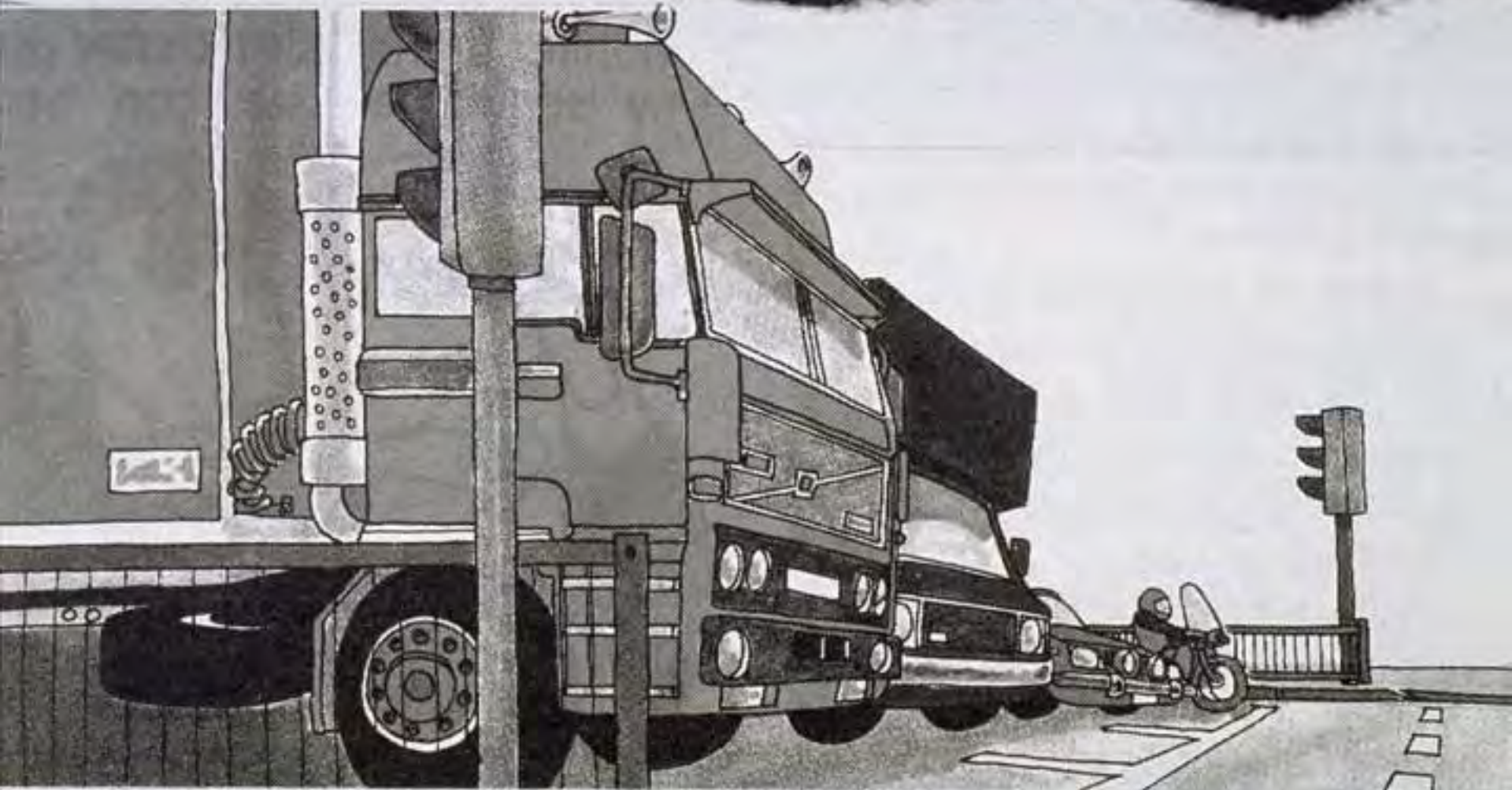
Source data: Reported Road Casualties Great Britain  
2008-2011 etc. cc-by-sa 'PeterEastern'



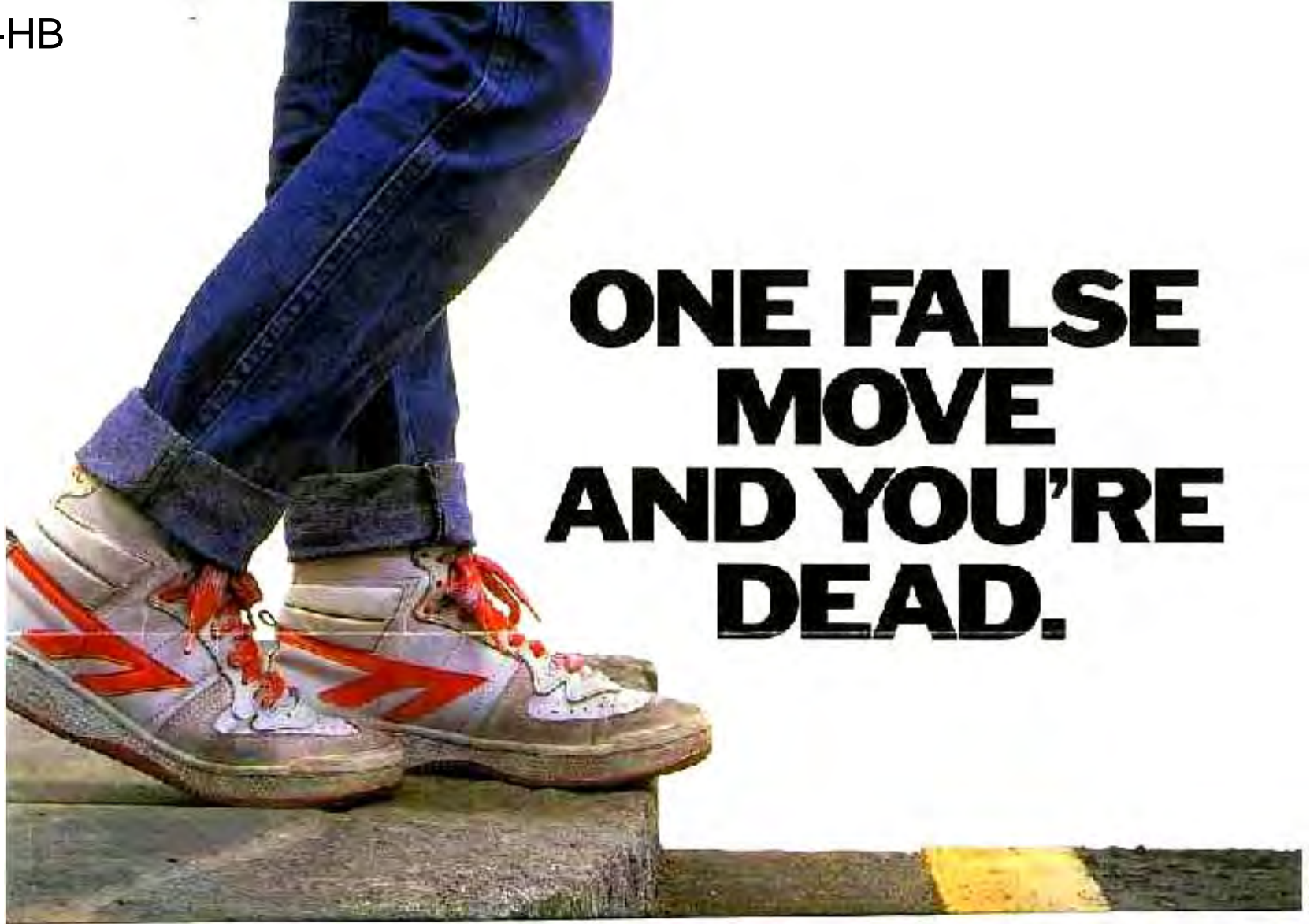
... WELL SURE, BUT TO BE FAIR, WE HAVEN'T HAD A BEAR ATTACK IN AGES...







***Be sure that children know how dangerous traffic can be. Roads are for cars and lorries – not for pedestrians.***



**ONE FALSE  
MOVE  
AND YOU'RE  
DEAD.**

**BEFORE YOU CROSS THE ROAD.**

**STOP AT THE KERB.**





Image Date: October 2012

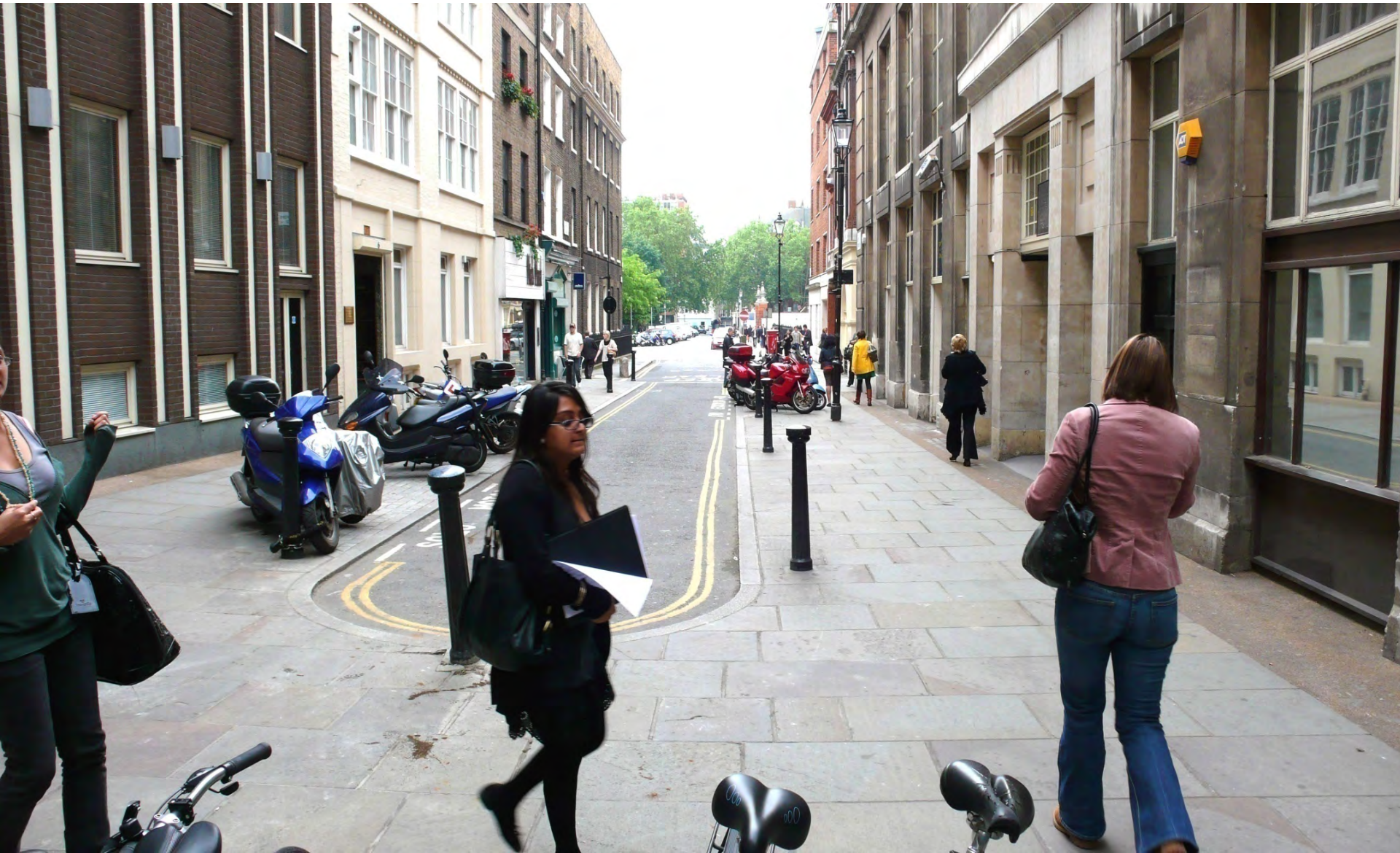
The solution is worse than the problem





Mechanical product of regulations...





Sequential and silo working...

# Own the road.

## With Blacklist technology.

The next generation SLR, with dynamic LED headlights, Raceblack, Rattler and Arc-Light tech. Take down your friends in spectacular ways with the new weaponry available in Need For Speed: Most Wanted 2.



## Stop at nothing.





IF THESE IDIOTS WOULD JUST TAKE THE BUS, I COULD BE HOME BY NOW

IF THESE WOULD THE

IF THESE IDIOTS WOULD JUST TAKE THE BUS, I COULD BE HOME BY NOW

IF THESE IDIOTS WOULD JUST TAKE THE BUS, I COULD BE HOME BY NOW

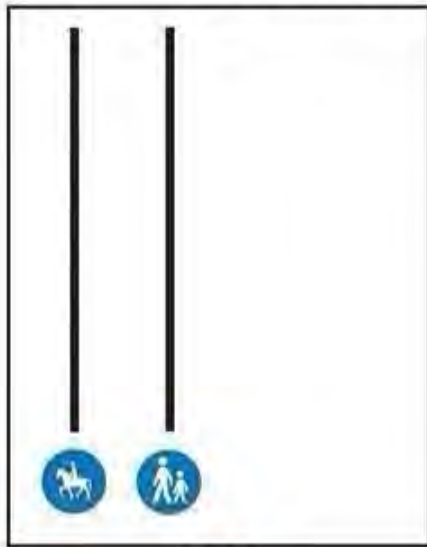
IF THESE WOULD THE

KIRK

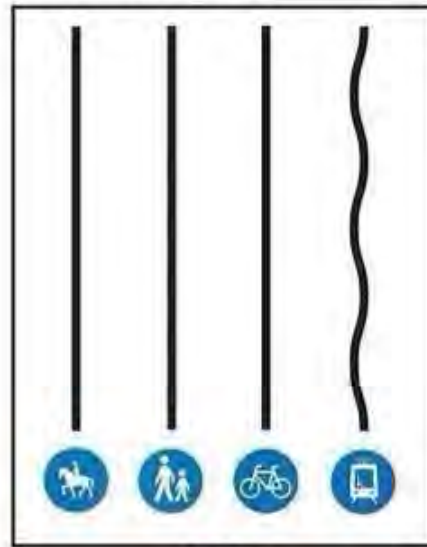
PLAZER PRESS



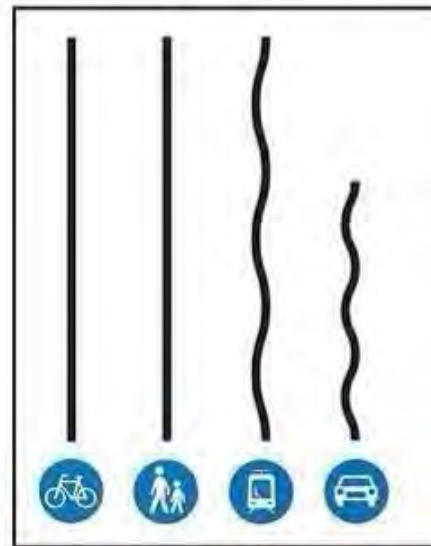




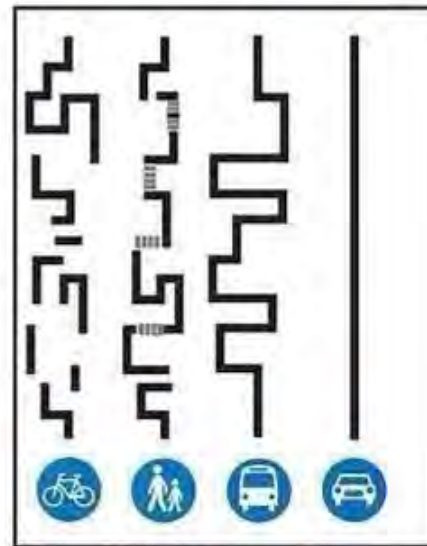
**1800**



**1900**



**1920**



**1950 - present**



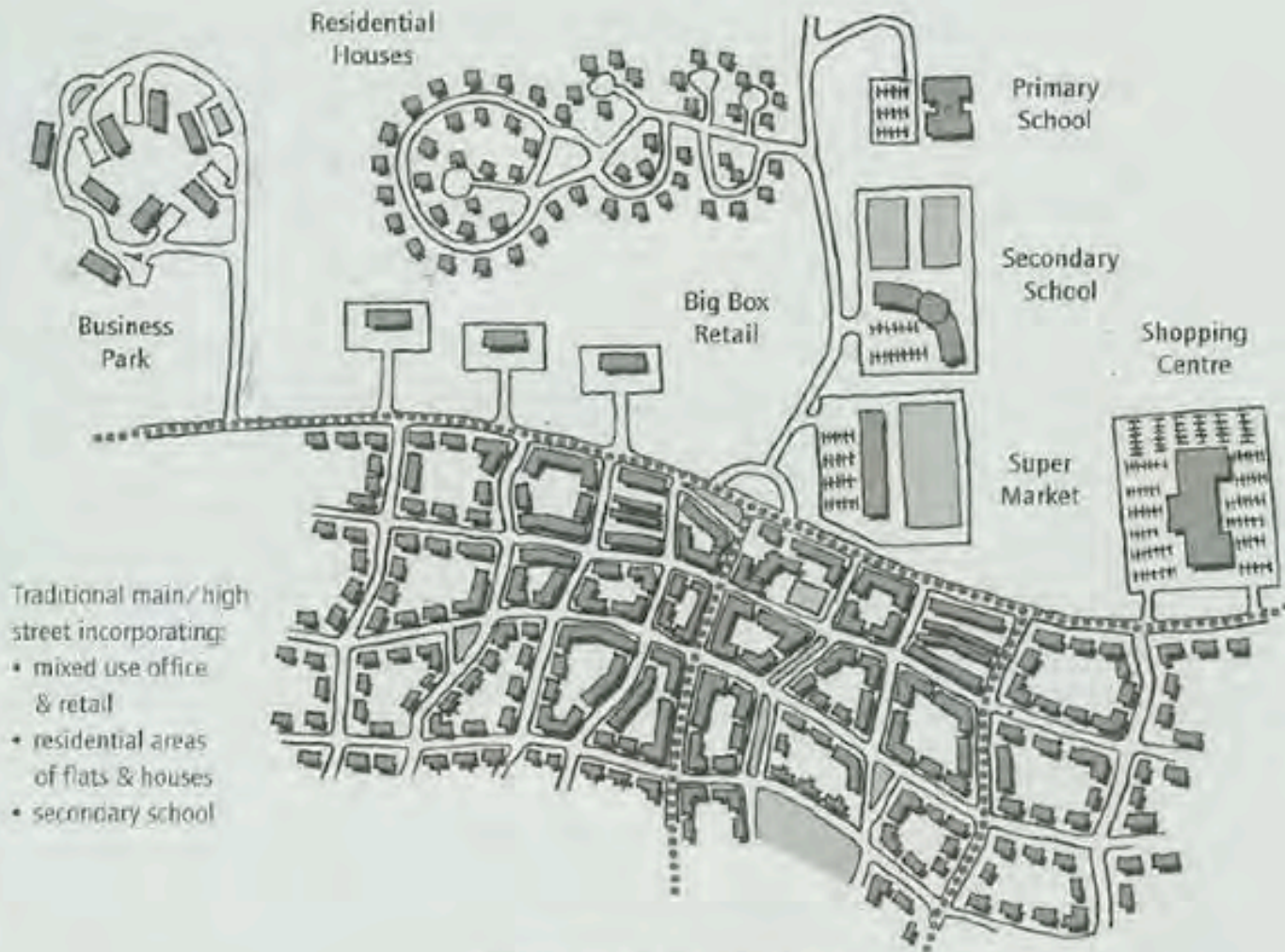
**How most traffic engineers see your city**



**How cities should be designed**



CONTEMPORARY SUBURBAN MODEL  
Isolated pods of single use accessed  
from collector and arterial roads



Traditional main/high street incorporating:

- mixed use office & retail
- residential areas of flats & houses
- secondary school

••• bus route

SUSTAINABLE URBANISM  
Integrated mixed use town







‘...for promoting the acquisition of that species of knowledge which constitutes the profession of a Civil Engineer, being the art of directing the great sources of power in Nature for the use and convenience of man (*kind*)...’



‘4.17 to encourage the discovery of and investigate and make known the nature and merits of invention and processes which advance the science and art of highways and transportation;...’







THE INSTITUTION OF  
CIVIL ENGINEERS  
PUBLICATION ON QUALITY OF  
ENVIRONMENT

## Manual for Streets 2



Wider Application of the Principles

## Influence of geometry on speed

Research carried out in the preparation of MFS considered the influence of geometry on vehicle speed and casualties in 20 residential and mixed-use areas in the UK. Two highway geometric factors stand out as influencing driving speed, all other things being equal.

They are:

- forward visibility; and
- carriageway width.

Improved visibility and/or increased carriageway width were found to correlate with increased vehicle speeds. Increased width for a given visibility, or vice versa, were found to increase speed. These data are summarised in Fig. 7.16.

The relationship between visibility, highway width and driver speed identified on links was also found to apply at junctions. A full description of the research findings is available in TRL Report 661.<sup>15</sup>

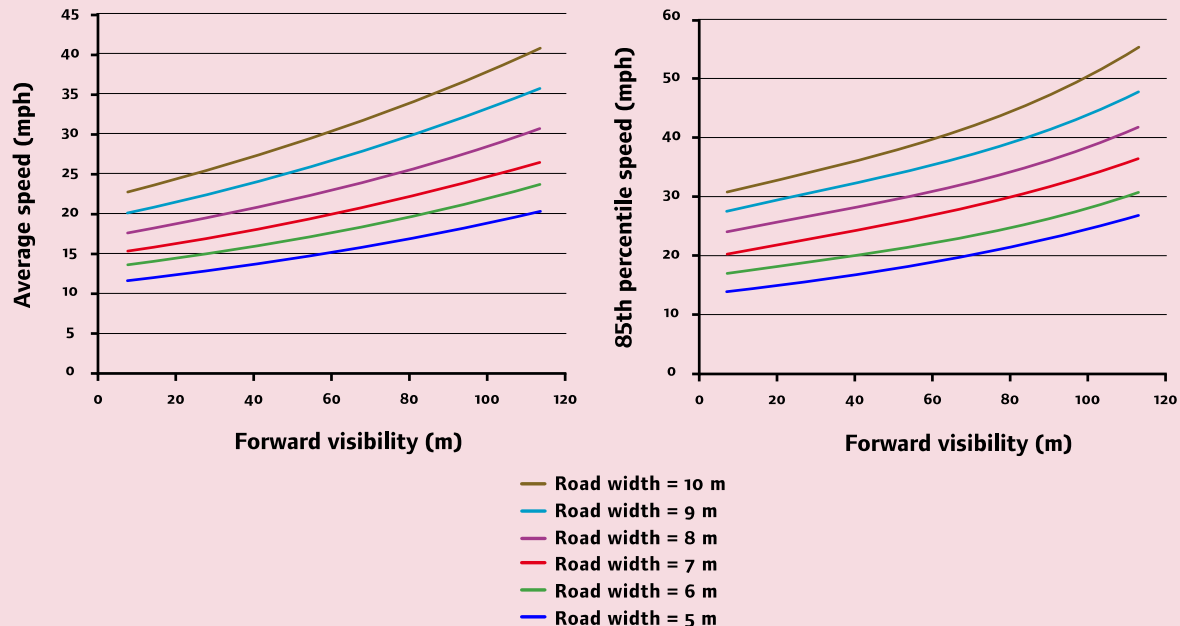


Figure 7.16 Correlation between visibility and carriageway width and vehicle speeds (a) average speeds and (b) 85th percentile speeds. These graphs can be used to give an indication of the speed at which traffic will travel for a given carriageway width/forward visibility combination.





Figure 7.1 illustrates what various carriageway widths can accommodate. They are not necessarily recommendations.









# We need a lot of stimuli

1000 stimulus per hour =  
1 per every 4 seconds



**GEHL ARCHITECTS**  
URBAN QUALITY CONSULTANTS







**Chris Grundy, Rebecca Steinbach, Phil Edwards, Paul Wilkinson, Judith Green**  
London School of Hygiene and Tropical Medicine

**Table 1: Reduction in casualty frequency in 20 mph zones (adjusted)**

<b>User group</b>	<b>All Casualties</b>	<b>KSI</b>
All road users	45%	54%
Children	42%	45%
Pedestrians	36%	39%
Pedal cyclists	21%	30%
Powered 2 wheelers	58%	79%

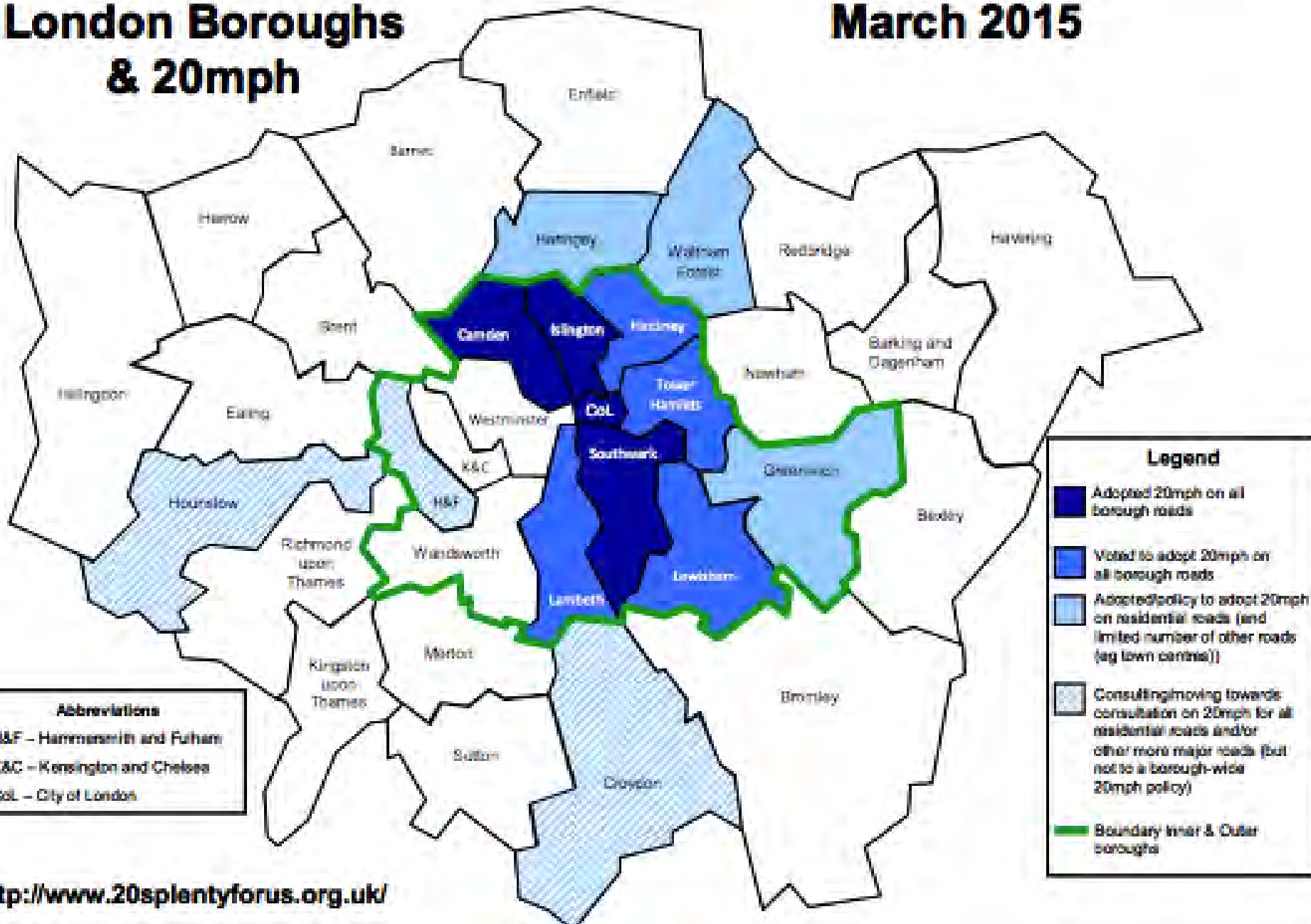
**Table 11: Estimated average value of prevention per casualty saved**

<b>Casualty severity</b>	<b>Value (£)</b>
Fatal	1,428,180
Serious	160,480
Slight	12,370

The benefits of delivering 20mph environments are well researched and credible, this TfL funded paper dates from 2008

# London Boroughs & 20mph

March 2015

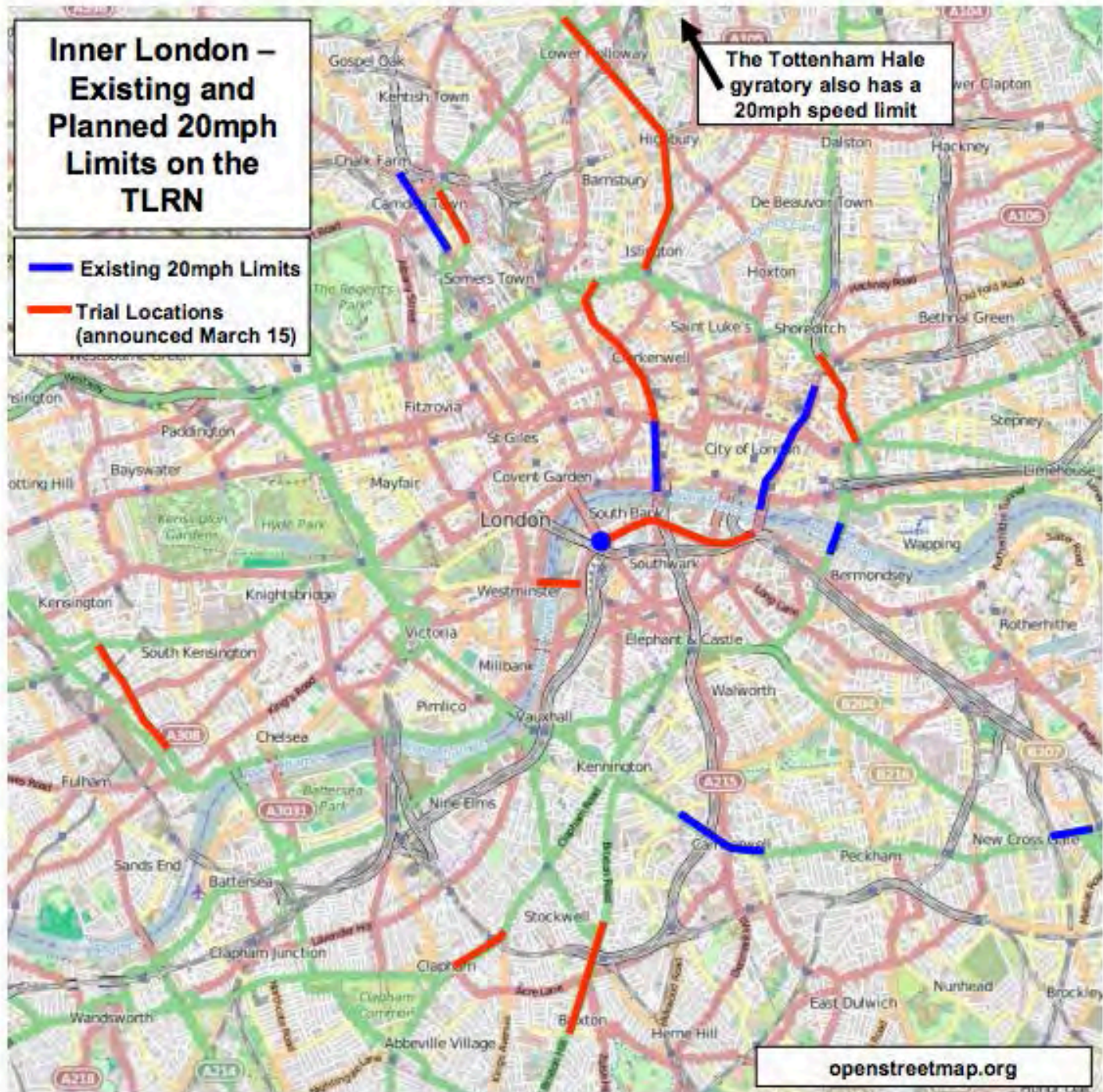




# Inner London – Existing and Planned 20mph Limits on the TLRN

- Existing 20mph Limits
- Trial Locations (announced March 15)

The Tottenham Hale gyratory also has a 20mph speed limit





Before



New Road, Brighton



After



New Road, Brighton



A place where all are welcome – but where civility prevails



New Road, Brighton





New Road, Brighton

















Park Lane, Poynton

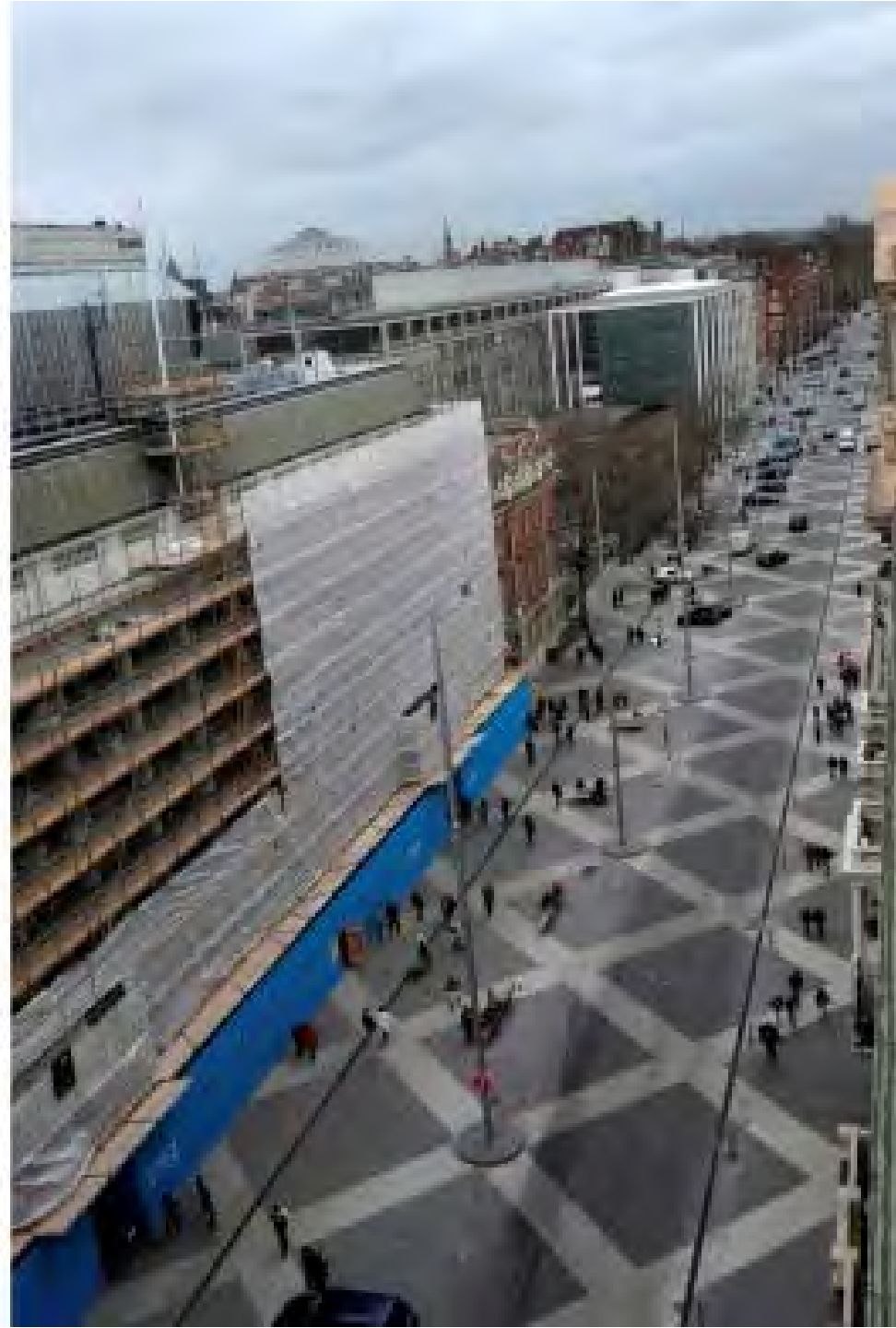


Park Lane, Poynton





Acts of civility with normal behavioural rules









Telephone House

Victoria House

Old School House

Paul St

Google









SLATTED TIMBER SEATING  
600 WIDE, CAPABLE OF BEING SAT  
ON FROM BOTH SIDES

GREY GRANITE, HACKNEY  
STANDARD, 200 X 100 SETS  
IN PANEL FORMAT

PORPHYRY HAND WEARING SETS  
100 WIDE @ RANDOM LENGTHS  
COBBLE COLOURATION MIX

REUSE OF EXISTING  
PINKISH YORK STONE  
CUT TO SMALLER  
SIZES THAN EXISTING

PERIPHERAL TREES, MORE HORIZONTAL  
EMPHASIS, INTENDED TO SOFTEN THE BACK OF  
THE NEW SPACE

THREE TREES OF A VERTICAL EMPHASIS,  
CIRCULAR TREE SEATING AROUND ALL  
THREE TREES











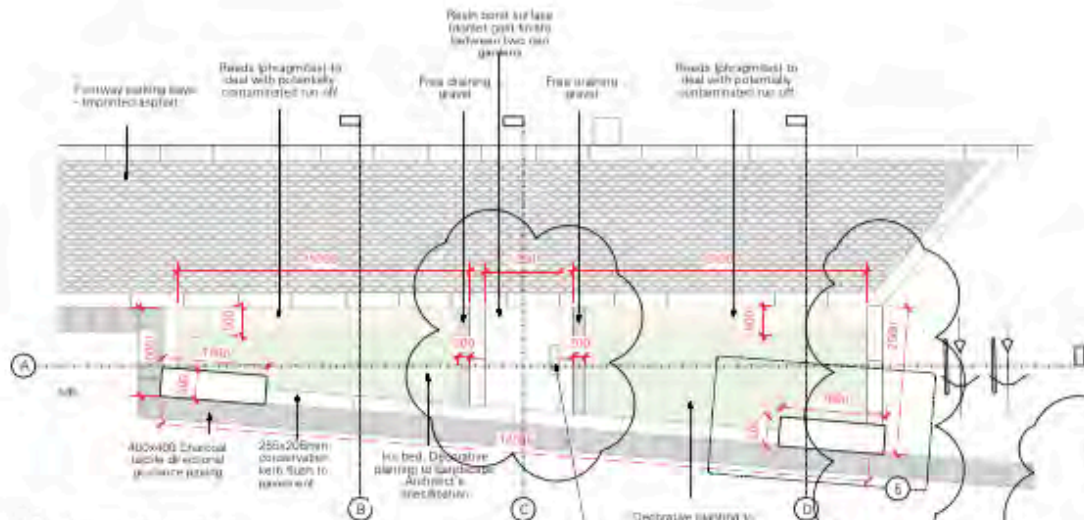


# Proposals

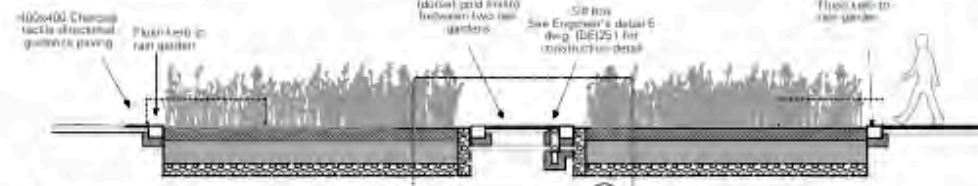
This drawing shows the benefits for the town centre that calming the traffic will bring. The roads are currently very wide and shifting the line of the kerbs results in a number of improvements to the centre.



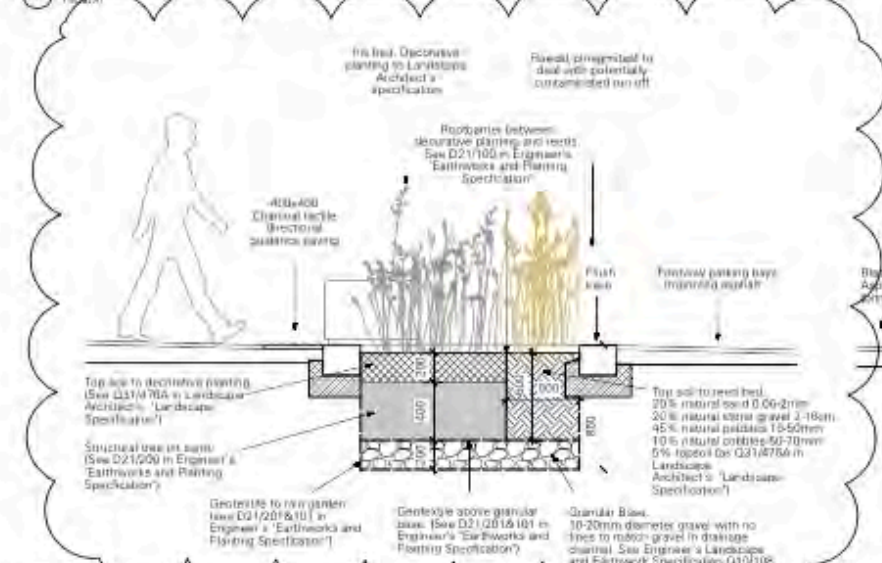




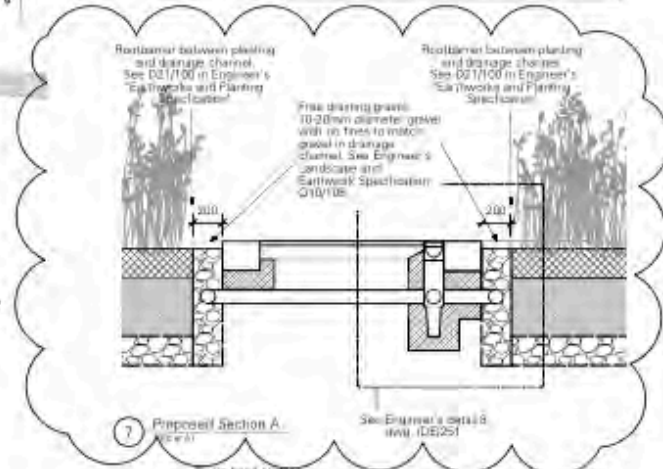
1 Proposed Rain Garden Plan (AREA)



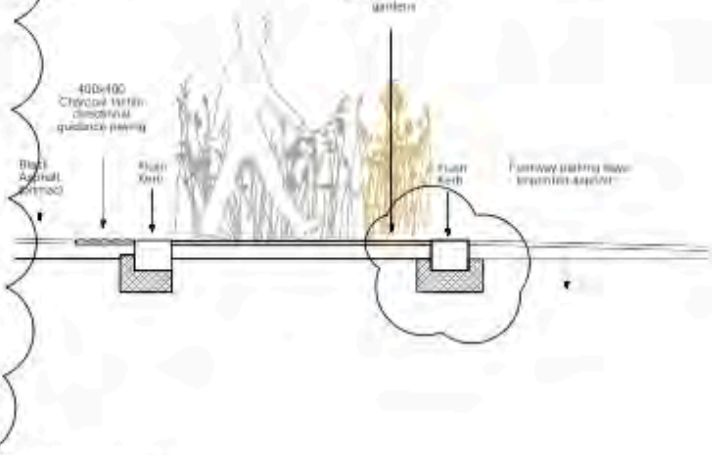
2 Proposed Section A (AREA)



3 Proposed Section B (AREA)



7 Proposed Section A (AREA)



4 Proposed Section C (AREA)

REVISION (DATE)	NOTE
A (22/10/18)	Amendment to rain garden design based on surface between rain gardens retained by granite stepping stone
B (10/11/18)	Amendment to rain garden design granite stepping stone & rain garden retained by kerb surfacing <ul style="list-style-type: none"> <li>Gravel finish of concrete benches to be level down finished</li> </ul> Amendment to drawing title
C (05/11/18)	Amendment to concrete specification to match Engineer's specification
D (10/12/18)	Amendment to detail 1 <ul style="list-style-type: none"> <li>Detail 7 added</li> <li>Build up of parapet amended</li> <li>Concrete finishing to flush with parking bay amended</li> </ul>

# MATERIAL FINISHES FOR THE PUBLIC REALM



Visualization of public realm.





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Free with every day 11pm

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LIT REC





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Hungry?...

pick up an ice cold  
Coca-Cola





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## ASIA TAND

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162  
CONVENIENCE STORE

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Hockbridge Londis  
Hockbridge Londis

WATERMILL

WATERMILL



HACKBRIDGE

RAMP

L122 NPY



<b>Report to:</b>	Heart of Hackbridge Delivery Board	<b>Date:</b>	26 <sup>th</sup> November 2014
<b>Report title:</b>	<b>Results of Automatic Speed Survey in Heart of Hackbridge</b>		
<b>Report from:</b>	Brendon Hills – Executive Head of Commissioning, Sutton Council		

### Survey findings

The survey has found that average speed of arms of the Hackbridge scheme are below 24mph. This finding would not have changed this finding raising the average of 19mph to 23mph). On the approach

- 13mph for vehicles approaching from the north
- 16mph from the south
- 18mph from the western approach.

The average exiting speeds were

- 16mph towards the north and
- 19mph towards the south and
- 19mph towards the west

### Introduction

Following the implementation of the scheme, a post-implementation survey of such schemes was conducted in 2014. No surveys were conducted in 2014.

Regrettably, the survey did not appear to have been carried out in most of the arms of the scheme. We recommend that you collect data then the survey which showed that the number of vehicles (e.g. 4000 or more) entering the

centre of Hackbridge but not being recorded as exiting the area (both indicators of damaged wires) have been excluded. Were the questionable data to be included then this would not have changed the finding of this report or the recommendations

for London Fund  
This is usual for  
11<sup>th</sup> November

ed and others  
me needed to  
ations of speed  
gements and  
s questionable  
example, days  
vehicles a day  
es entering the



Railway Street,  
Altrincham





Railway Street,  
Altrincham