

The persecuted pedestrian

A century of suffering



Is it coming to an end?

David Harrison
London Living Streets

Medieval Paving, but pavements 18th century



The Bridges of Medieval England

Transport and Society 400–1800

David Harrison

OXFORD



Green Lanes, Newington Green, 1890 and today



Today, consider present and future challenges,
and solutions

- the volume and flow of traffic;
- 'ownership of the kerb'

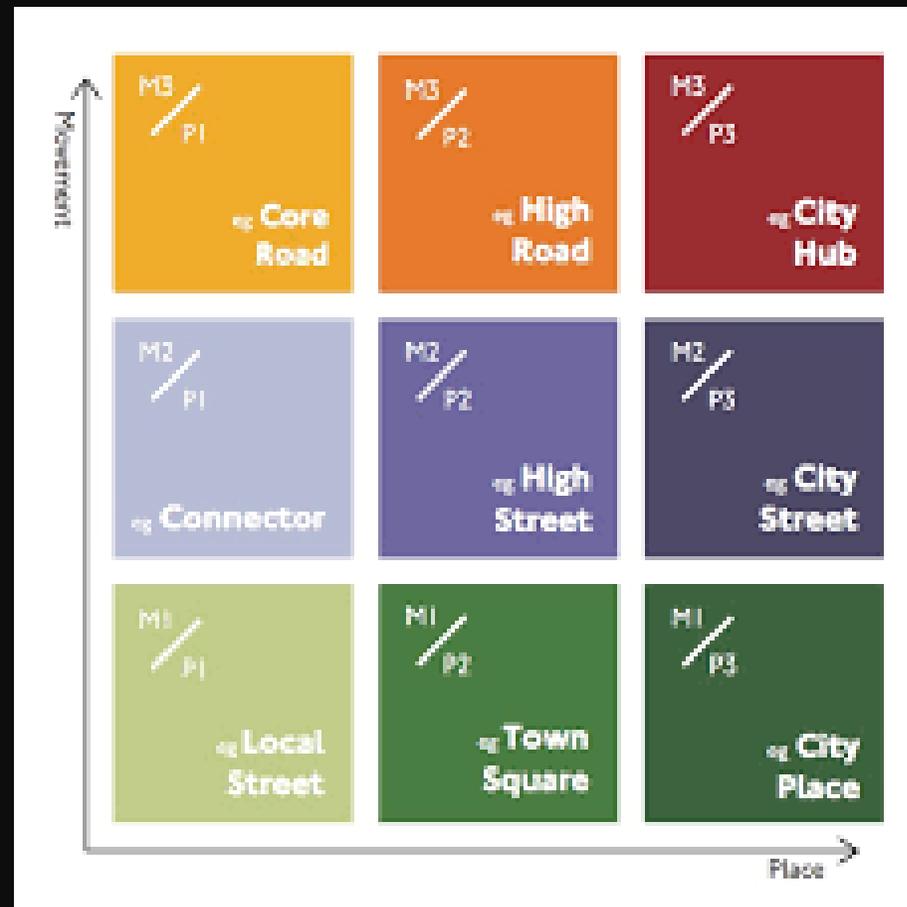
Essential traffic has to flow, the problem is it dominates our local roads

Children have been driven from the streets.



A key part of the solution are street hierarchies

TFL's 9 categories 2013: too complicated?



The City of London has 3 categories: nice and simple

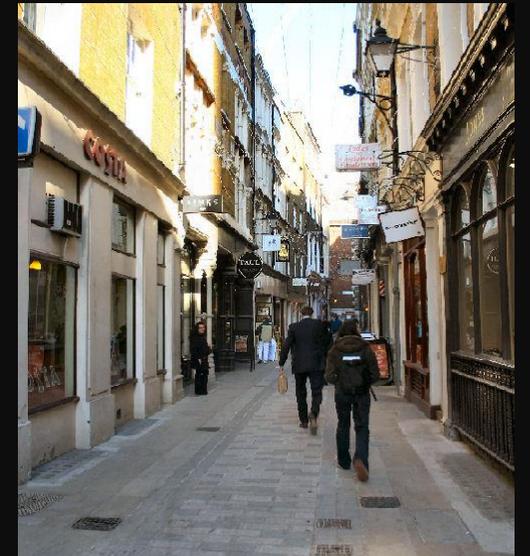


Step 2: Ensure that each street fulfils its function

London and borough roads



Local access roads



Local access streets must be rethought and redesigned for residents not through traffic

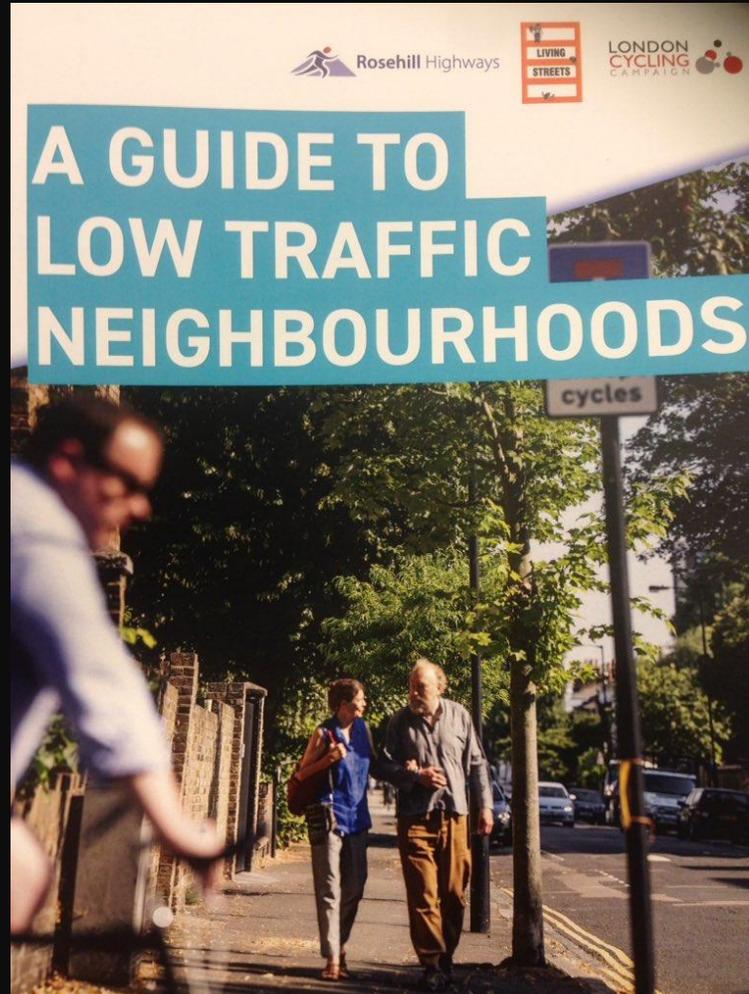


The establishment of street hierarchies can be supported by

- car clubs
- freight consolidation and retiming
- restrictions on, and removal of, parking
- road pricing

But should we proceed in the meantime with ensuring local roads are for local access only?

Yes: through Low Traffic Neighbourhoods



Building on enormous success of Walthamstow Mini Holland



Walthamstow established a 'cell'
Traffic on distributor roads A112 and A104
Local access roads: motor vehicles have access to homes but cannot drive through.



Fantastic success: huge increase in walking, and (to a lesser extent) cycling;
An area where Londoners are walking 32 minutes more and cycling 9 minutes more



Shops revived

TFL: Improve a street for walking and cycling: - People visiting the street up 93% - Empty shops down 17% -

Those on foot/bike/public transport spend 40% more in a month than those in cars



Inclusivity and social justice



Collisions and casualties down; none during the first year
You can have more walking and cycling and fewer casualties.



Road traffic in area is down

Overall by 15 pc : traffic 'evaporated'



Traffic levels in 12 key roads in the “village” area fell by 56 per cent, or 10,000 fewer vehicles a day

Slight increase in traffic on two main roads bordering the “village”. 3pc and 11pc

37 road filters to motor vehicles and two part-time road closures



104 improved pedestrian crossings 660 new trees.
Speed limits have also been reduced to 20mph



Low traffic neighbourhoods can be cheap; a few cheap bollards can transform a borough.

Northchurch Rd: Compare Hackney (good)/Islington (bad)



School Streets can be a start: encourage demand for access only streets



Some traffic will be displaced onto London and borough roads – but even these can be improved



Even on TFL Network much could be improved –
so much capacity in places + unnecessary parking



Severance: a key problem for pedestrians on for major distributor roads



Who owns the pavement and kerb



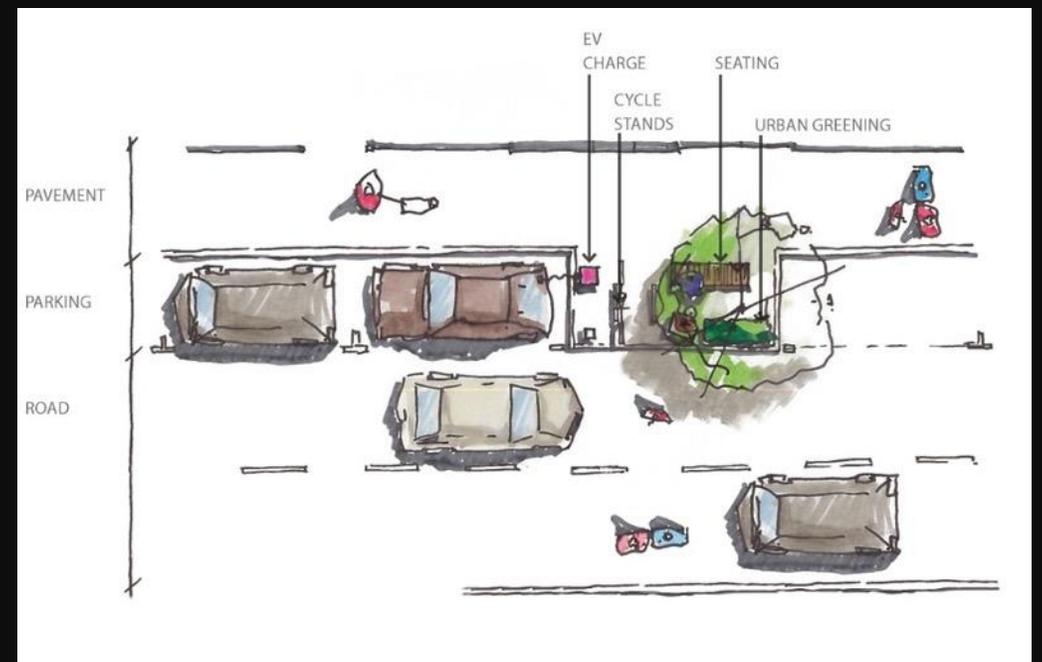
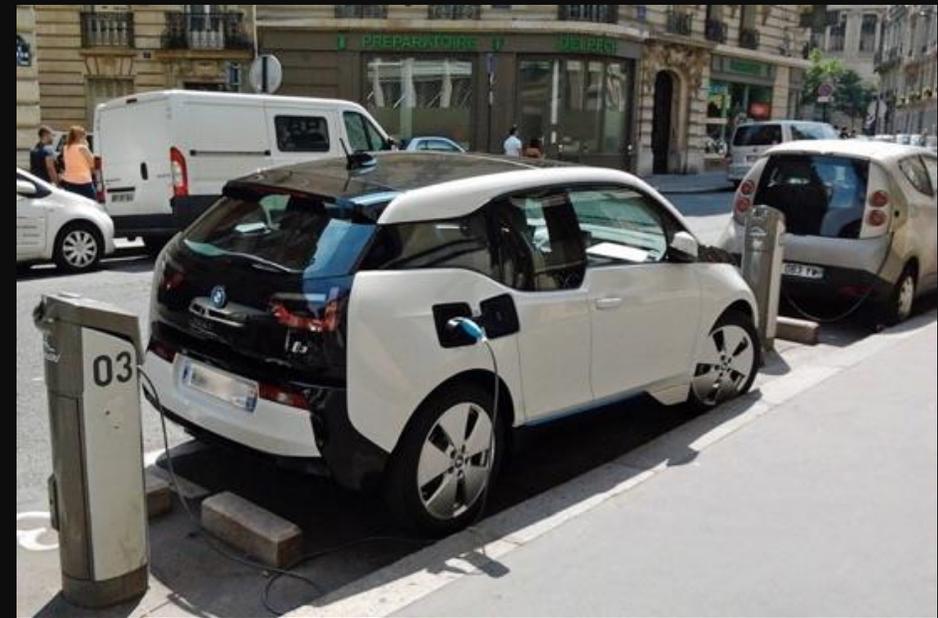
Just removing parking can make a huge difference



Parklets



New problems: electric cars.



EVs do present opportunities: Car clubs (preferably off street) can change our streets and implement the Mayor's vision



A street in North London, 2018



Vision in Mayor's Transport Strategy, 2018

We know what to do: Political will the key to success



The Heroes



<https://londonlivingstreets.com/>

