

# The Streets of London in a Post-COVID Environment<sup>of</sup>

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New London Architecture centre





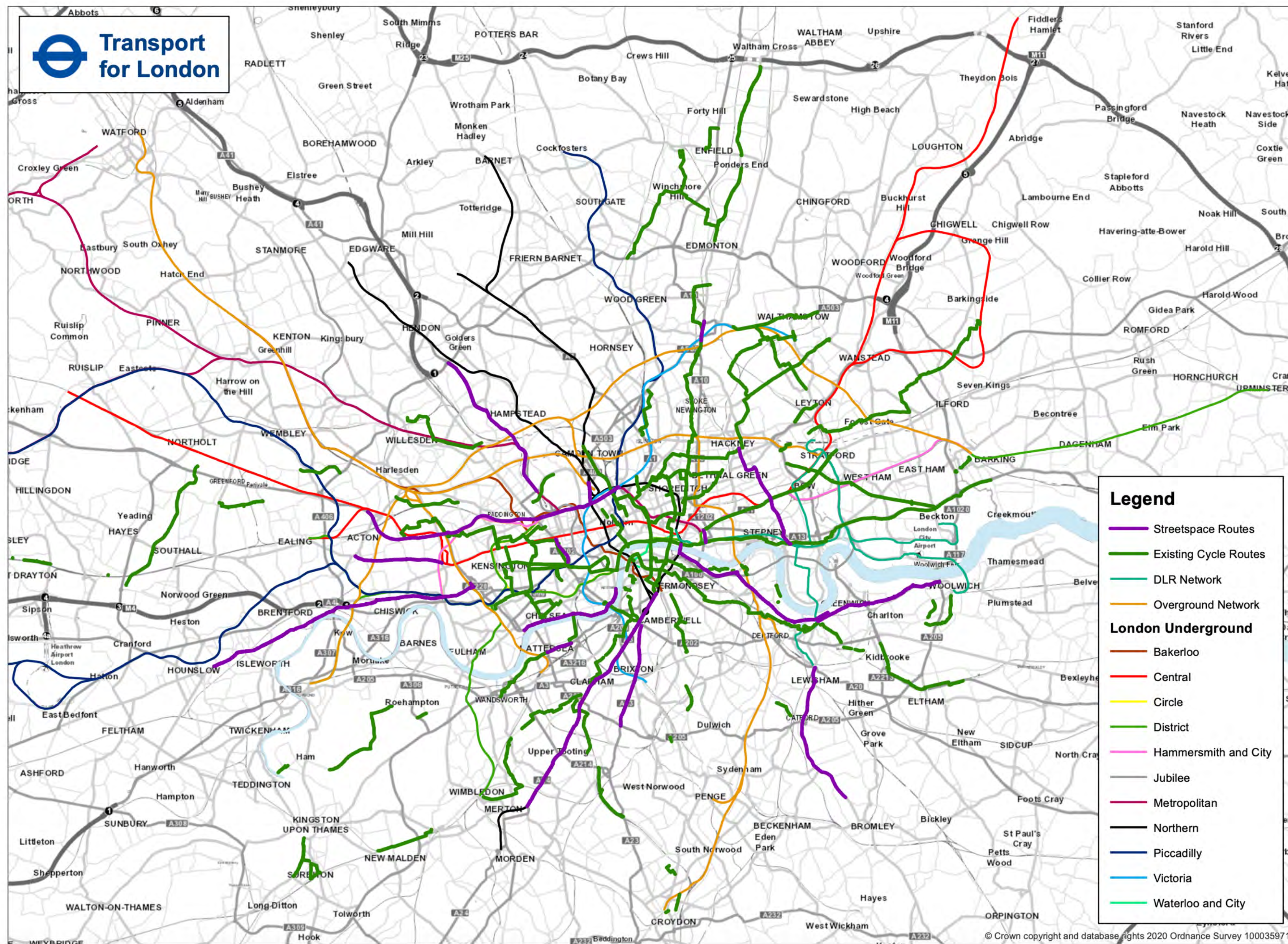




















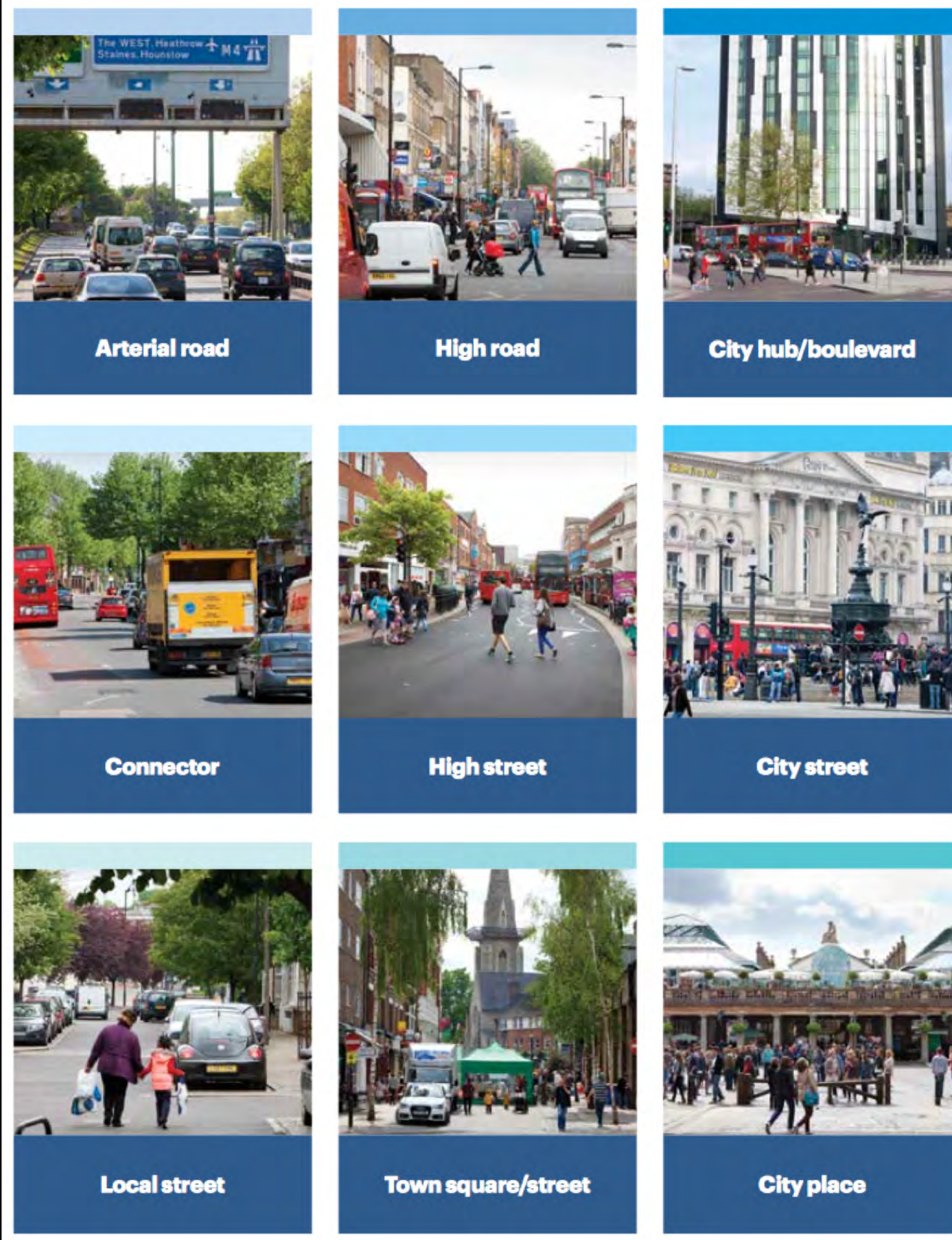












# The Family of Streets







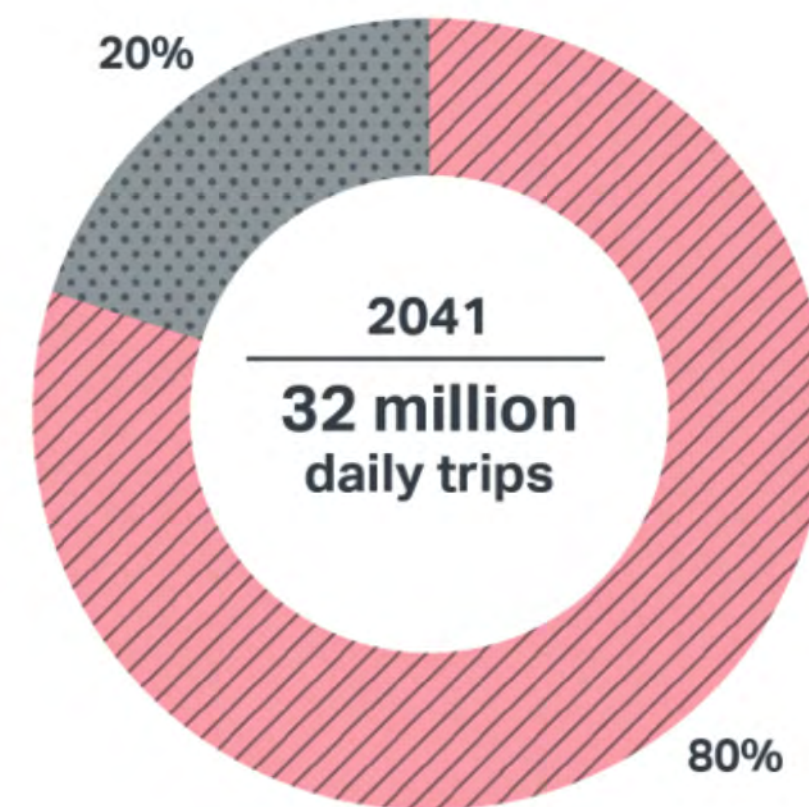
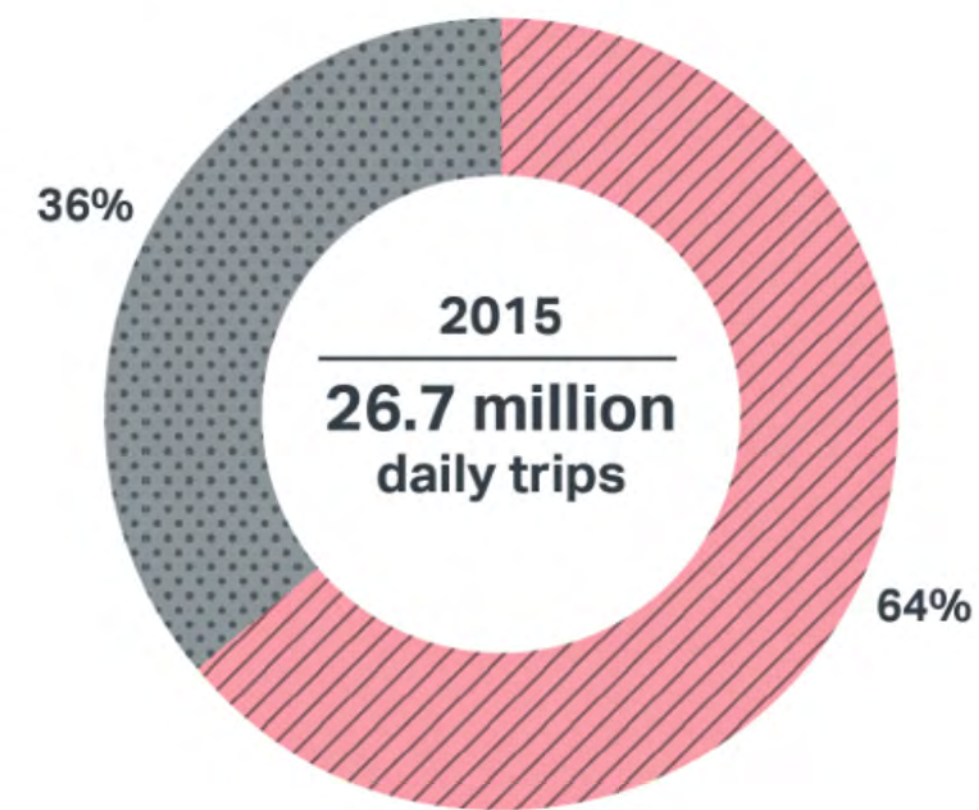








FIGURE 2: MODE SHARE 2015, AND  
2041 (EXPECTED)



Walking, cycling &  
public transport

Car/taxi/private  
hire vehicle







Healthy Streets and healthy people

Bus	Cost	2017–2020	2020–2030	2030–2041
Retrofit and procure cleaner buses	M			
Freight	Cost	2017–2020	2020–2030	2030–2041
Encourage more freight consolidation	M			
Reduce, re-time and re-mode deliveries	L			
Reduce emissions from the freight fleet	L			
Streets	Cost	2017–2020	2020–2030	2030–2041
Improve local walking routes, including routes to schools	L			
Transform Oxford Street and investigate options for Parliament Square	L			
Deliver a London-wide cycle network	M			
Protect, improve and promote the Walk London Network	L			
Develop and support Cycle Hire	M			
Support and encourage cycling and walking to school	L			
Promote and support cycling and walking to work and in local communities	L			
Deliver Vision Zero by encouraging safer road user behaviours with a programme of education, engagement and enforcement initiatives	L			
Deliver Vision Zero by improving vehicle safety (includes banning most dangerous HGVs/HGV Direct Vision)	L			
Improve personal safety and security on London's streets	L			
Work with boroughs to develop traffic reduction strategies, including workplace parking levies	L			
Improve provision for car clubs as an alternative to private car ownership	L			
Taxi	Cost	2017–2020	2020–2030	2030–2041
Deliver cleaner taxis	L			
Customer & Technology	Cost	2017–2020	2020–2030	2030–2041
Improve customer communication for road users	L			
Develop framework to ensure connected, autonomous and shared vehicles contribute to achieving the vision of the transport strategy	L			
Improve wayfinding for walking and cycling	L			
Improve walking and cycling information in TfL Journey Planner	L			
Environment	Cost	2017–2020	2020–2030	2030–2041
Introduce T-charge (emissions surcharge)	L			
Introduce ULEZ in central London	M			
Introduce ULEZ in inner London	L			
Introduce ULEZ London-wide for buses, coaches and HGVs	L			
Provide incentives to support the transition to ULEVs	L			
Optimise rail energy efficiency	L			
Improve sustainable drainage systems on streets	L			
Increase number of street trees	L			

L low (<£100m) M medium (£100m-£1bn) H high (>£1bn)

Next >



## FOCUS ON: WALKING AND CYCLING AND THE HEALTHY STREETS APPROACH



- 1 Making streets easier to cross, installing pedestrian crossings where people want to cross
- 2 Providing ample cycle parking that is suitable for all types of cycle
- 3 Using art and lighting installations to make walking routes more interesting and attractive
- 4 Planting street trees and other high-quality planting and greening
- 5 Improving the quality of lighting to make people feel safer and more secure
- 6 Providing benches and regular opportunities for people to stop and rest
- 7 Ensuring pavements are smooth and level, and wide enough for people using wheelchairs or buggies, or walking with children or in groups
- 8 Reducing speed limits to 20mph and designing streets to keep speeds low
- 9 Providing protected cycle lanes where required – to make streets safe and appealing for cyclists
- 10 Using the Direct Vision Standard to remove the most dangerous lorries from London's streets by 2020
- 11 Providing cycle crossings in parallel to pedestrian crossings to allow people cycling to cross busy roads with priority
- 12 Working with schools and local communities to identify local walking routes, play streets and other local improvements
- 13 Narrowing and raising the carriageway at entrances to side streets (to bring it level with the pavement) to give more priority to people walking and to reduce the speed of cars moving across the path of cycles
- 14 Ensuring streets and public spaces are high quality and well maintained
- 15 Using filtering to retain cycle access to local streets while removing access for cars
- 16 Ensuring that the space provided for cycling is sufficient for groups, children and people using inclusive cycles









• Turnpike Lane Haringey. Sustrans









- Waltham Forest















# Church claims west London cycle superhighway 'will do more damage than the Luftwaffe'

CHLOE CHAPLAIN | Saturday 7 October 2017 07:46 | [32 comments](#)



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The Evening Standard















Bank Junction - one year trial



# 93%

of commuter travel to the City is by



**Public transport (84%)**



**walking (5%)**



**Cycling (4%)**

The number of motor vehicles using the Square Mile's streets has halved since 1999, while the number of people cycling has grown by 292%

**50%**

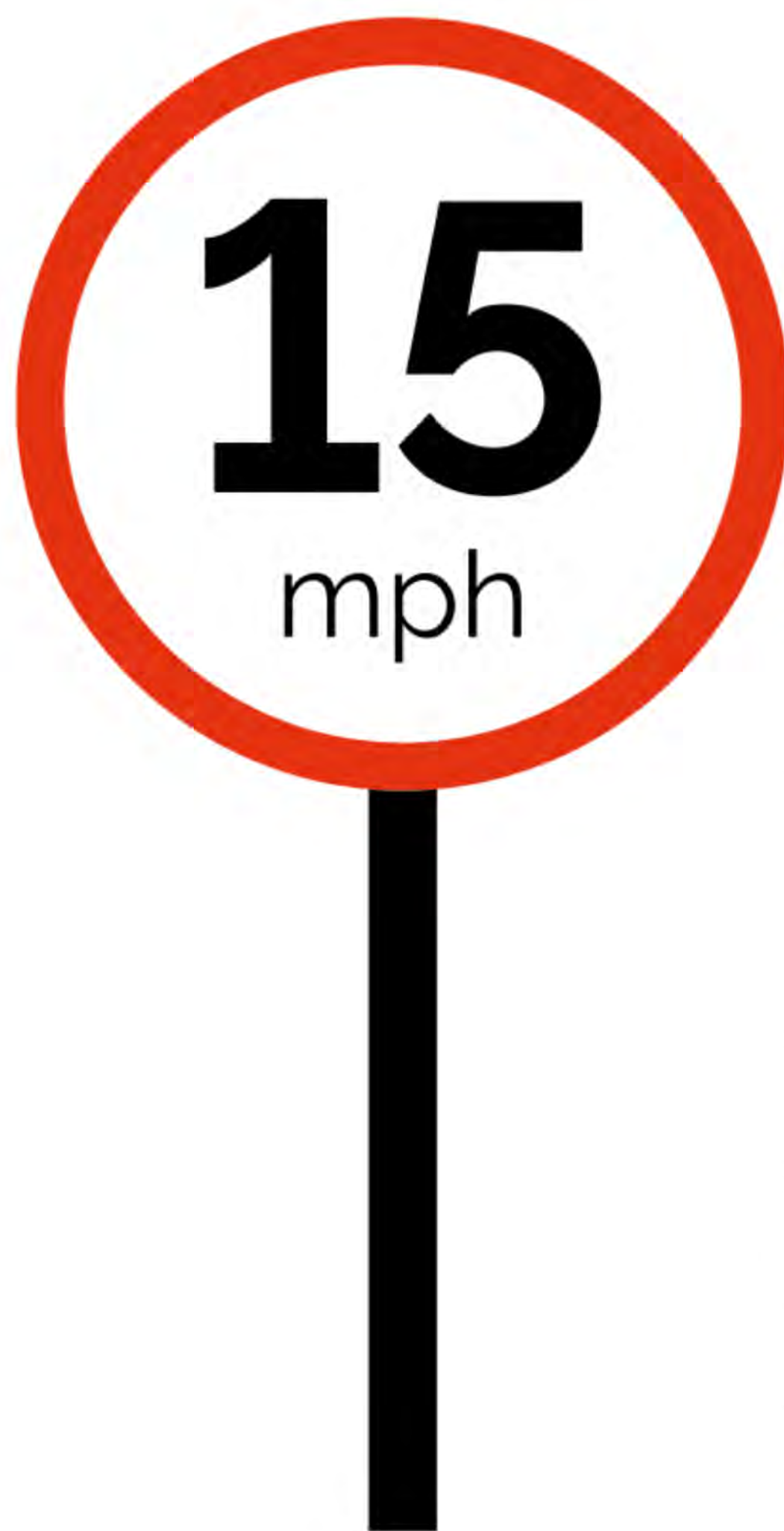


**292%**





## Why 15mph?



On average,  
**collisions reduce by**

# 5%

for every 1mph decrease  
in average speed

The likelihood of serious injury in  
a collision between a vehicle  
and person decreases by

# 60%

between **23 and 16mph**

Drivers on streets where people  
walking have priority are

# 14 times

more likely to give way to  
a person walking if average  
speeds are below **15mph**

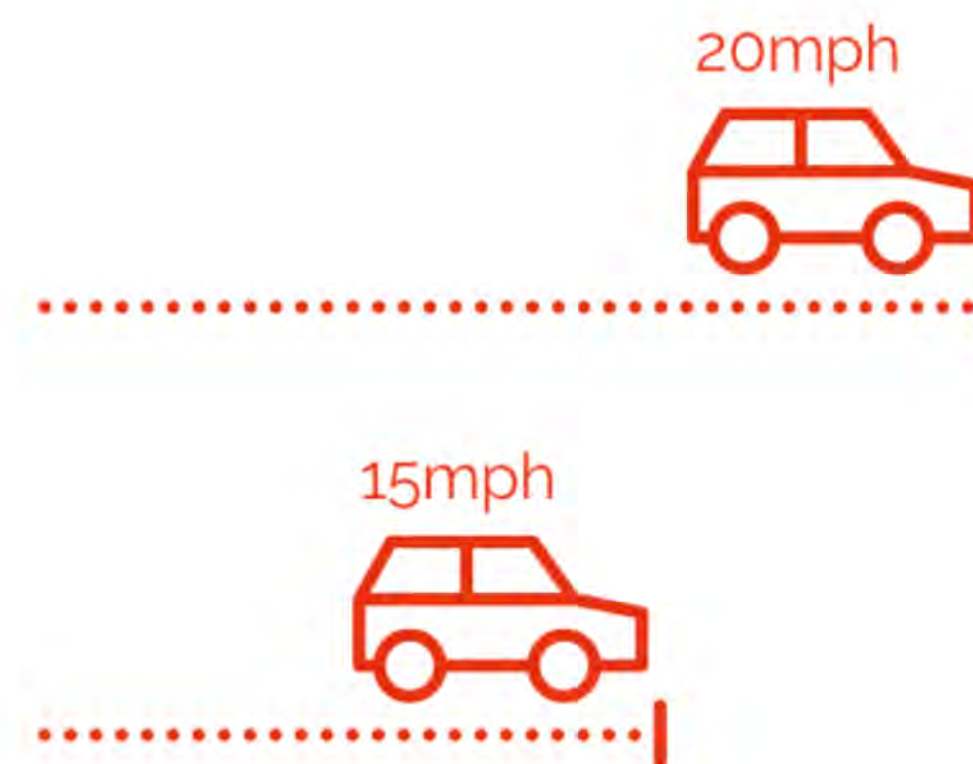
The likelihood of death in a collision  
between a vehicle and person  
walking decreases by

# 40%

between **20 and 15mph**

Stopping distances decrease from

# 12m to 8m





# National

- 'Pop-up' cycle facilities with physical separation
- Cones and barriers to widen footways
- More 'school streets'
- More 20mph speed limits
- Pedestrian and cycle zones: restricting access for motor vehicles at certain times
- Modal filters creating low-traffic neighbourhoods
- Additional cycle parking facilities
- Changes to junction design
- 'Whole-route' approaches
- Bringing forward permanent schemes already planned



## Implementation

- Permanent: requires prior consultation
- Experimental: requires monitoring and consultation afterwards
- Temporary: in place for up to 18 months, 7-day notice period



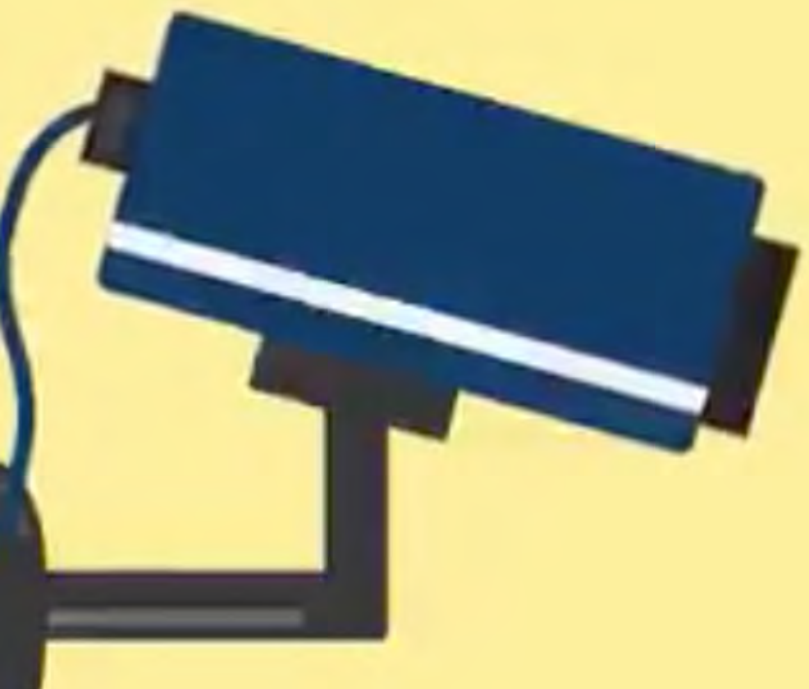
## Mayoral

- Strategic cycling network to reduce pressure on public transit
- Local town centres transformed to encourage walking and cycling
- Reduce traffic on residential streets



# Making Bike Lanes Safer

Local authorities will be able to use CCTV to issue penalties to drivers who park illegally in cycle lanes



























PETER MURRAY MAY 2020





PETER MURRAY



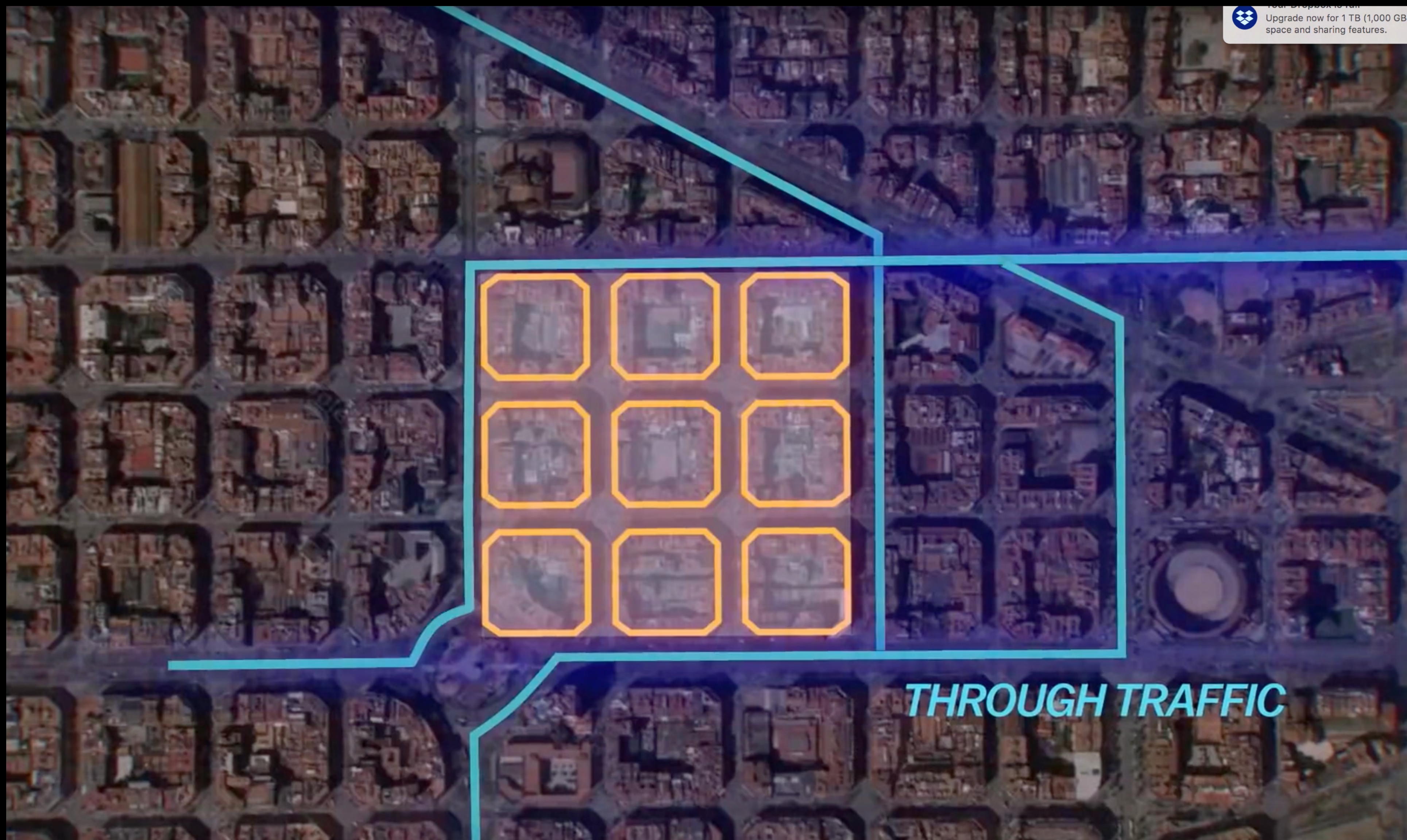






Barcelona





*THROUGH TRAFFIC*

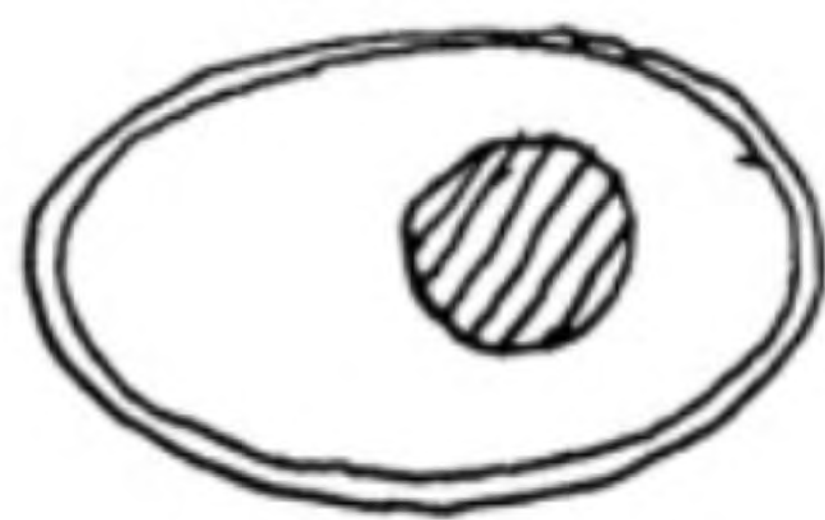






# THE CITY AS AN EGG

boiled



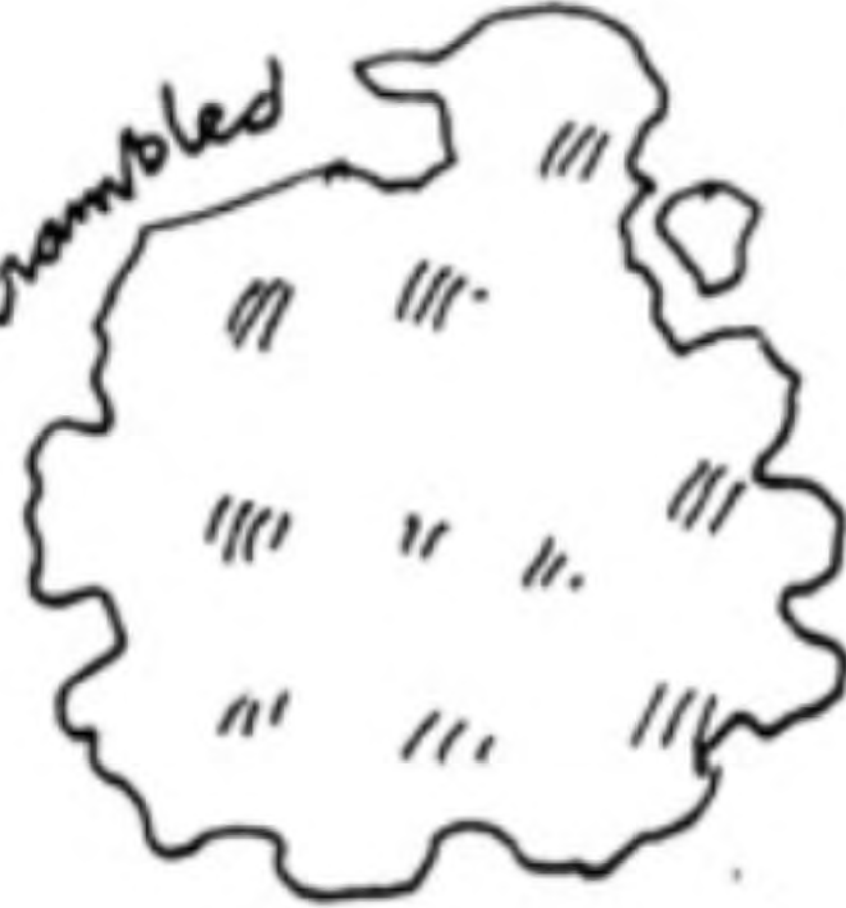
ANCIENT

fried



17-19 CENT.

scrambled



MODERN



# LONDON

## SOCIAL & FUNCTIONAL ANALYSIS


A SIMPLIFICATION OF THE COMMUNITIES & OPEN SPACE SURVEY SHOWING THE EXISTING MAIN ELEMENTS OF LONDON, AROUND THE CENTRE CONSISTING OF THE PORT OF LONDON & WEST END ARE GROUPED THE RESIDENTIAL COMMUNITIES WHICH ARE DIVIDED INTO:



- A. THE CENTRAL COMMUNITIES AROUND THE WEST END, B. THE EAST END & SOUTH-EAST COMMUNITIES WHICH HAVE A HIGH PROPORTION OF RESIDENTIAL PROPERTY & C. THE SUBURBAN COMMUNITIES WHICH ARE ADJACENT TO OR MIXED WITH INDUSTRY.

D. THE MAJOR OPEN SPACES & INDUSTRIAL CONCENTRATIONS ARE ALSO SHOWN.

CENTRAL COMMUNITIES  
AROUND WEST END

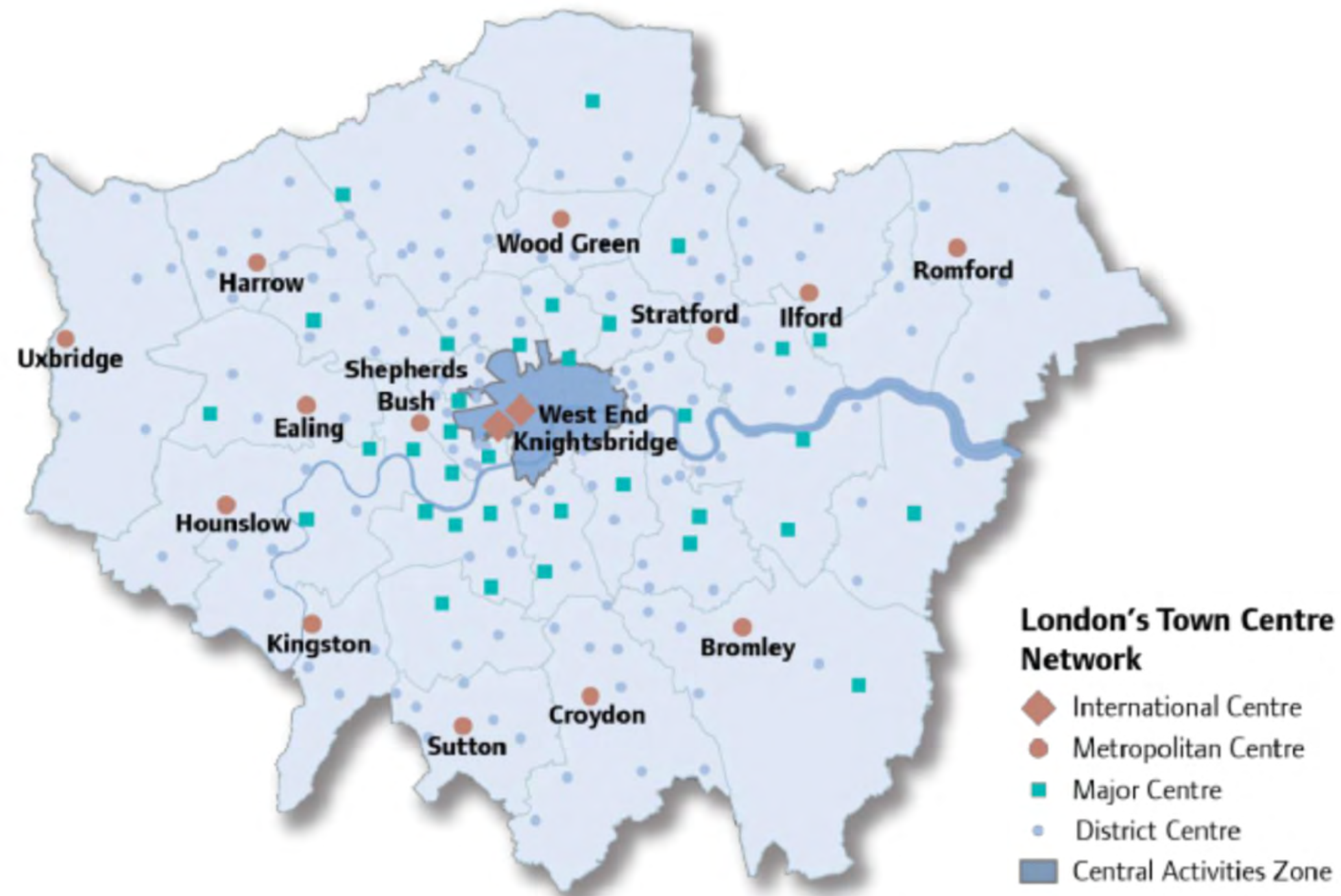
CENTRAL COMMUNITIES  
WITH HIGH PROPORTION  
OF OBSOLETE PROPERTY

SUBURBAN COMMUNITIES      WATERWAYS RESERVOIRS ETC.      

TOWN HALLS            MAIN SHOPPING CENTRES      













[www.nla.london](http://www.nla.london)