

Quiet Zones

aka Home zones, Family zones, Low-traffic zones

Concept: Areas composed of residential streets should not be used for transit by motor vehicles ('rat-running', 'cutting through')

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The problem

- People are reluctant to cycle or even take their children on foot on streets with significant traffic flows because they are perceived as unsafe, noisy and polluted. Residents of such streets suffer from noise, pollution and limitations on their movement.

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How to achieve a quiet zone

- Study existing and potential rat-running. Close enough roads to through motor traffic to stop rat-running while preserving adequate vehicle access for deliveries and for residents to reach their homes and to park in the street. The approach uses barriers and no entries at carefully-chosen points, producing an area of one or more linked quiet zones.

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Benefits for residents

- A more 'liveable' space
- Easier and safer for adults and children to move about on foot and by bicycle
- for travel to school and local shops
- Greater freedom of movement and play opportunities for children
- Lower noise levels in the street and in adjacent houses
- Houses fronting onto rat-runs often have to keep their windows closed and double-glazed
- Reduced air pollution
- Increased property values
- Health benefits to those who travel more actively

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Benefits for businesses:

- Businesses often argue that they get trade from passing motorists, but car usage in London is declining and there is evidence that many types of business can gain even more from passing pedestrians and cyclists [see refs. 1, 2, 3].
- Pavement seating is more appealing to customers of cafés and pubs.
- Customers on foot or bicycle are more likely to visit several shops in a single trip.

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More benefits:

- Cyclists can cross the area more easily, using routes that were previously too busy for comfort.
- Reduction in road traffic crashes and injuries
- Reduction in the negative social and environmental impacts of motor traffic

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Existing examples:

- In Camden: Primrose Hill (NW1).
Some smaller areas *shown on next slide*
- In Hackney: DeBeauvoir Square and the surrounding area (N1/E2)
- *Others?*

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Local examples of calmed areas



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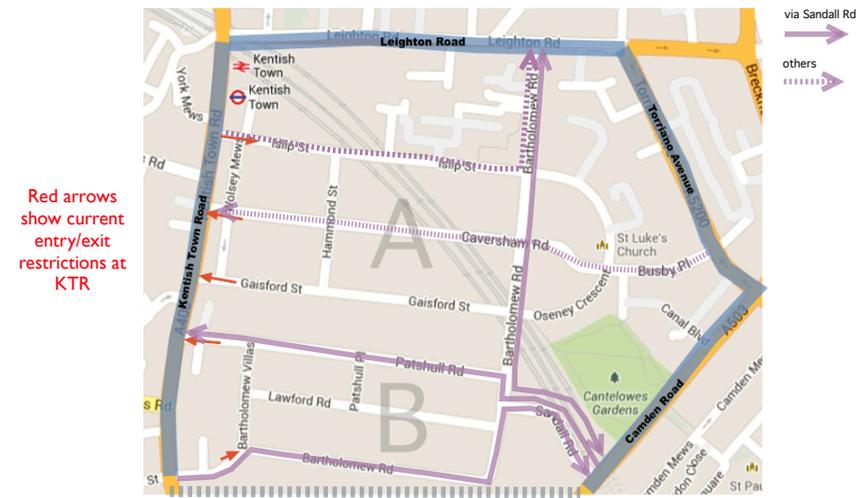
Hackney De Beauvoir area



- Made in the 70s at request from residents to exclude non-resident drivers
- No through traffic
- Fully-calmed by bollards across the street
 - motors enter and leave by same route
- All homes can be reached by private car

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The main BARA rat runs



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Some existing solutions



Barriers

- Warren Street's new barrier stops rat-running – mainly by taxis avoiding Euston Road

No Entries

- BARA area already has:
 - No Entries from KTR at Caversham, Gaisford and Patshull
 - No way out to KTR at Islip and Bartholomew

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Conclusion

- We can prevent rat runs with *barriers* and *No entries*
- This will limit movements for residents' cars but will maintain their access
- Benefit is more liveable streets
- Hence more community use of the streets
- Possible future enhancements, e.g. planters instead of barriers, play spaces and seating

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