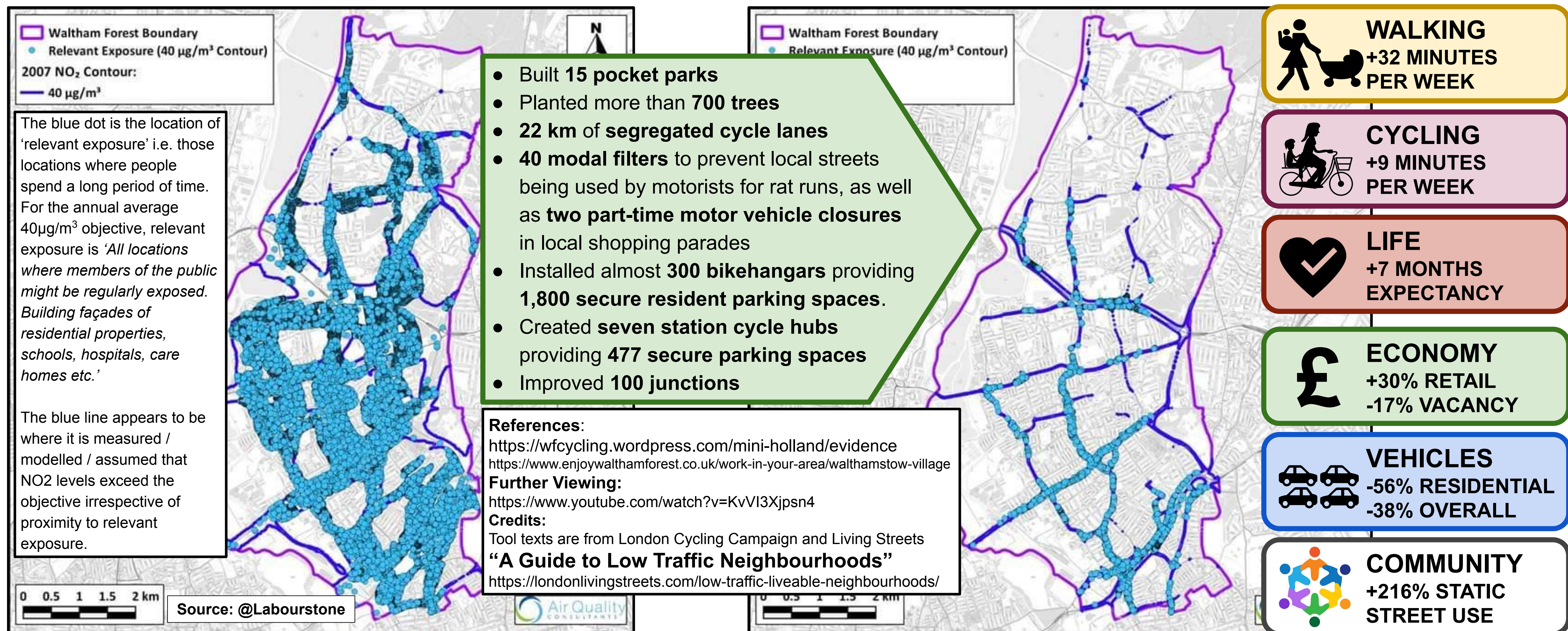


# Low Traffic (Active/Liveable/Healthy) Neighbourhoods Crib Sheet

Enabling residents to walk and cycle, tackling climate change, car dependency, congestions, and air pollution.



## Steps to deliver Low Traffic Neighbourhoods (LTNs):

1. Read "A Guide to Low Traffic Neighbourhoods" by London Cycling Campaign and Living Streets.
2. Work with councillors, officers, and community groups to positively sell the idea. You need a team behind this to make it happen!
3. Decide what your roads are for and develop a city/town/village circulation plan:
  - o Main (Arterial and Distributor)
  - o Residential Use (Usually 20MPH)
4. For main roads allocate limited roadspace more equitably towards walking, cycling and buses and away from private motor cars. Cycle infrastructure must be suitable for All Ages & Abilities.
5. For residential roads remove all rat running using LTNs. Deliver clusters of LTNs or even deliver a citywide network of LTNs. An ideal LTN size is 1km². *Ghent, Netherlands did the whole city in **ONE** weekend.*
6. Use Controlled Parking Zones inside LTNs to remove opportunistic "Hide and Stride" commuter parking traffic.

## Tools to use inside LTNs:

### Opposing One-ways ☹️

Areas of one way streets running in opposite directions can be designed to ensure motor vehicle traffic cannot progress through an entire cell. But one ways can increase traffic speed, there's less opportunity for public realm improvements, and potential enforcement issues. To avoid disrupting cycle networks, "contra flow" arrangements are required, but are far less cycle-friendly than two-way streets with bollards/gates etc.

### Width Restrictions ☹️

Width restrictions to keep out HGVs from residential streets, or one-ways that cut off a steady flow of through traffic that mostly goes in one direction, reduce traffic. While sometimes such schemes are easier to get residents to accept, they often don't deliver a broader range of benefits. Traffic may still be too high for children to play out, and traffic speeds can increase rather than decrease on such roads

### Time-limited/Signage Enforcement 😊

Sign a no entry (even in both directions at once), or sign one on time-limited basis. But without regular enforcement, such signs, when attached to a short distance of road, are often ignored.

### Bus Gates 😊😊

Allow access for buses (and/or delivery and resident vehicles), often via triggered rising bollards or Automatic Number Plate Recognition (ANPR) cameras. Rising bollards can incur maintenance costs, and while ANPR can generate revenues, the lack of a physical barrier means they can be ignored by some drivers. Bus gates work very well to ensure buses can pass through an area and don't need rerouting, while an entire cell can still be filtered to other motor traffic.

### School Streets 😊

These are time-limited filters based on or around streets with schools on them. Bollards can be raised or lowered for an hour around school start and end by school staff – preventing through traffic and parents dropping off close to the school; or camera or warden enforcement can enforce a wider exclusion zone for non-residents at school pick up/drop off times. These can be easier to build support for, and can lead to full-time filtering later on, but do not offer the all-day or area-wide advantages other schemes can. So they are unlikely, for instance, to lead to children playing out outside of school hours or increased community interactions among residents.

### Bollards/Gates/Planters 😊😊

Rows of objects to block motor vehicles, but not other modes. You may need to remove some car parking spaces (either side) for turning circles. Leave 1.5m gaps between bollards and building lines to allow wider cycles (but not cars) to pass through. You can use extra space to provide places to sit, small play areas, pocket parks etc. Include lockable or bendy bollards for emergency services. Locate filters in the middle of a cell to allow residents to park either side; and/or at cell boundaries along main roads, to enable direct cycling/pedestrian crossings and minimise motor vehicle turning movements across any cycle track; and/or set back from main road to separate waiting/loading bays for shops and residents' parking.

## Tools to use on the edges of LTNs

### Parklets

Modal filters often offer opportunities to reclaim space from the carriageway and/or parking spaces. This space can be used for seating, "parklets" or other greening (including wildflower plantings, sustainable urban drainage etc.), activity space (seats, bike racks, but even outdoor table tennis tables, slides and swings etc. are possible) or other public realm improvements.

### Main Road Cycle Tracks

Where low traffic neighbourhoods are implemented, the number of turning movements into and out of the neighbourhood drops dramatically. So side streets become far easier to cross for pedestrians (see "continuous footways/blended crossings"). Placing filters at the junction with a main road ensures motor vehicle turning movements drop to zero. This enables cycle tracks on the main road to be built without a concern over motor vehicles turning across the track. Where turning movements are permitted but low in number, a cycle track can be designed to run across the side road alongside a continuous footway.

### Parallel Crossings

To join multiple modal cells across main roads parallel cycle/pedestrian crossings are ideal (e.g. "tiger" crossings or parallel signalised crossings, rather than combined/shared ones such as "toucans"). If a filter is located at the junction of a side street, then the crossing can be run directly across the main road from the side street.

### Continuous Footways/Blended Crossings

These continue the pavement (and cycle track) directly across side street entrances, on a raised table. They are ideal for reinforcing pedestrian/ cycling priority and the boundary to a low traffic neighbourhood. They can raise concerns among those who are visually-impaired or who have children, as they purposefully reinforce the pavement rather than road, but where they have been implemented in the UK so far and in Europe they have a very good safety record – better than simple raised tables. And they can really help reinforce the message to drivers that they are entering an area of low, calm and slow traffic.

**LTN CRIB SHEET PDF: <http://bit.ly/ltncribsheet>**



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