
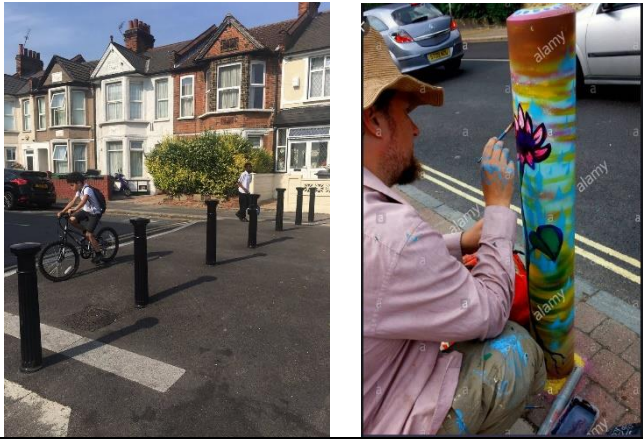


Examples of Measures for Low Traffic Neighbourhoods

Feature	Image	Description
Barriers		Barriers similar to those use for the emergency footway widening programme could be used as a simple and low cost method of closing a road to motor traffic. The barriers can be made more aesthetically pleasing using art hoarding with the local community involved in the design with the emphasis not only about covid-19 but how they can make a better neighbourhood. Barriers are currently being used for emergency road closures in Camden.
Temporary Planters		As an alternative to barriers, temporary planters can also be used as a low cost method to close road to motor traffic. The planters are available with a 1 week lead time and are freestanding with no need to fix into the carriageway surface. They have already been installed in Lewisham, Croydon, Hammersmith and Fulham and Hounslow
Feature	Image	Description
Lockable bollards		Lockable bollards are another simple and low cost method of closing a road to motor vehicles The bollard locks into its upright position and can either be lowered or removed for emergency access. Lockable bollards are already used at various locations in Brent including Chatsworth Road in Willesden Green and Hazelmere Road in Kilburn. As a variation, art bollards can also be designed and painted by local community groups.

Permanent Planters		Permanent planters (with kerbs) are available in a wide range of designs and sizes and offer a more robust option to close a road to motor traffic. They can significantly improve the urban realm and can be combined with other greening measures such as wildflower plantings or sustainable urban drainage systems such as rain gardens.
Opposing one-way restrictions.		Areas of one way streets running in opposite directions can be designed to ensure motor vehicle traffic cannot progress through a low traffic neighbourhood. There is less opportunity for public realm improvements than other measures and a high level of enforcement is required. To avoid disrupting cycle networks, “contra flow” arrangements are also required for cyclists.
Cycle parking (bike hangers or bike ports)		Cycle parking is a key feature of low traffic neighbourhoods. Bike hangars or bike ports could be installed across a road to close it to motor traffic and encourage walking and cycling. A bike port is an eye-catching cycle parking solution that provides for 10 bicycles. The bold outline of a car demonstrates the space efficiency of bikes. This product is easy to transport, assemble and install, making it a great solution for both temporary and permanent cycle parking.

Parklets		<p>Parklets can be installed across the width of a street to both reduce motor traffic and transform a road into a community space with seating, planters, cycle stands and even a play area for children. They can also provide rest points to make it possible for people to walk double the distance they would normally do in a wider low traffic neighbourhood.</p>
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Hounslow's Streetspace

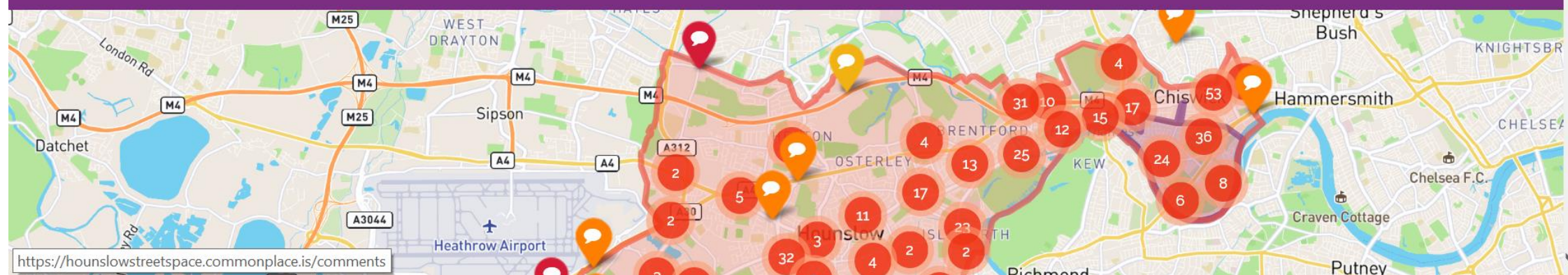
Where do we need more space so people can get around safely on foot or by bicycle?

We want to improve our network to ensure the safety of key workers as they travel about, as well as those using their local streets for exercising or visiting local businesses.

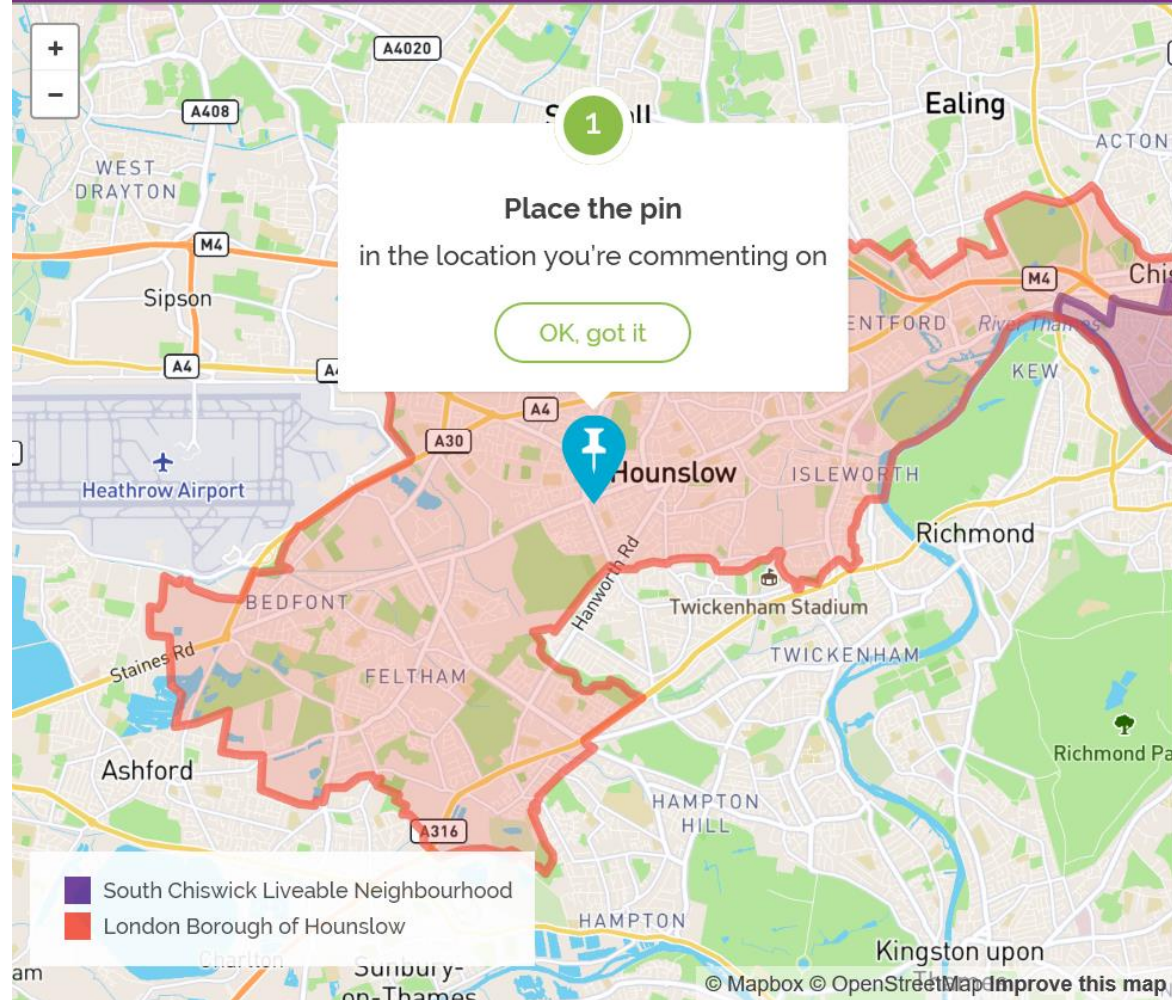
Please use the map to highlight where you think there may be opportunities to do this.

[Click here to comment](#)

[Learn more](#)



2 simple steps to add a comment.



2

Describe the location you have marked on the map

Pavement; road, private land; parks; river path

What issue(s) have you identified at this location?

Narrow pavement

Congested pavement

High vehicle speeds

Unorganised queueing outside shops

Lack of space for walking

Lack of space for cycling

Other

How does it make you feel?



What measure(s) could help promote safe physical distancing here?

Closing the street to motor traffic

Cycle lanes

Slowing traffic down

More space for walking

Pedestrian crossings

Less parking

More space outside shops

Other