

FRESHFORD PARISH COUNCIL

Background Paper on Low Traffic Neighbourhoods

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BANES Policy

The policy was launched with a Public Consultation in autumn 2020 described a “Liveable Neighbourhoods”. I will use the term Low Traffic Neighbourhood or LTN for short. Liveable Neighbourhoods also included consultations for Residents Parking and Electric Vehicle Recharging.

Here is the link to consultative paper:

<https://beta.bathnes.gov.uk/sites/default/files/2020-09/Liveable%20Neighbourhoods%20Summary%20Brochure.pdf>

What would a LTN look like?

There a number of design ideas for creating an LTN. All would involve some sort of restraint to through traffic. Examples are:

- Road closures and modal filters, such as bollards, bus gates, attractive planters and no-entry signs
- One-way streets
- Time-limited access restrictions with signage and enforcement, useful for school streets
- Width restrictions to stop HGVs passing through
- Traffic calming and speed limit restriction
- Residents’ parking schemes and parking restrictions
- There could be a continuous footway directly across the side entrance to the LTN (for example across the entrance to Dark Lane immediately opposite the school).
- It would make streets safer, healthier and encourage cycling and walking.
- Some allow for ‘parklets’, small green areas within the LTN.
- The maximum area recommended in 1 km²; Dark Lane and Church Hill would be somewhat smaller than this.
- Emergency services are statutory consultees and typically see no change in response times. They have generally been supportive of such schemes.
- Both local ward councillors have been consulted are in favour the idea of an LTN at Dark Lane & Church Hill. They would have to present the proposal to the BANES Cabinet.

What is the process for creating an LTN?

BANES says it will develop a framework for LTNs; I’ve asked the Ward Councillors to find the framework.

A set of steps is outlined in the consultation. According to Matt & Neil, the initial request must come from the Ward Councillors.

There would be need for another, more formal consultation, probably associated with a Public Meeting that FPC could organise on behalf of BANES.

This would be a decisive first step in addressing the Climate Emergency for Freshford. It would be the first LTN in BANES, if approved by Cabinet.

Typically, a long trial of six months can allow the Council and residents see the benefits, even working together with residents to tweak the design.

Evidence from the rest of the UK

Read here for the case for LTNs from an organisation called Living Streets:

<https://www.livingstreets.org.uk/news-and-blog/blog/the-growth-of-low-traffic-neighbourhoods>

- Thousands have been created in the UK, largely in outer suburbs of major cities.
- A research study in Waltham Forest, in Outer London, found that the LTN reduced Nitrogen Oxide levels by 15 – 25%.
- A study of street crime across 72 LTNs introduced last year in London, reported evidence of a 17% drop in crime.
- A study of fire engine response times, across 72 LTNs in London, found little change in response times comparing before and after the introduction of the LTN.

Who will pay for it?

BANES says it will seek funding from the Transport Infrastructure Programme, the West of England Combined Authority and the Government's Local Cycling and Walking Infrastructure Plans (LCWIP). So, there will be no cost to FPC or BANES or the residents.