

## Low Traffic Neighbourhoods – PRIORITY MEASURES & COSTS

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Source: Paul Gasson, Waltham Forest

**The most important physical LTN interventions** (in order of priority) are:

- **modal filters with bollards spaced at 1.5m apart** This stops most cars, but allows pedestrians and cycles (including family-friendly cycles carrying small children) through, or for part time filters on bus routes street redesign to encourage slower vehicles speeds and ANPR camera enforcement.
- **sinusoidal speed humps at no less than 100m intervals**
- **blended crossings across minor roads at their junction with through roads around periphery of scheme** (ideally side streets to have tightened junction geometry using physical measures such as bollards, trees or sign posts).
- **public realm enhancement** with an emphasis on greening via **new trees, planters**, etc, but also considering **seating** and **cycle parking stands**
- **double yellow at any time parking restrictions** (& enforcement) **around junctions for 5m to improve sightlines** (esp for kids)
- **CPZ throughout the LTN area**
- **20mph across the entire LTN area**
- **local wayfinding signage for active travel modes** (people walking or cycling) (to avoid additional clutter WFC upgraded street name signage to incorporate this)
- **clear signage around periphery of scheme for first 6-12 months** stating "no through access to xxx"

### Costs

For an **area-wide residential scheme covering 1-2 square kilometres** and including roughly 7 modal filters, approximate pre-build 'fixed' costs e.g. modelling, traffic orders, public engagement, site surveys:

- **Surveys** - £15-20k
- **Modelling** – Don't do any software modelling for filter schemes generally as this exercise is usually spreadsheet-based using ATC data. However if you were to try and do some, I think you would be looking at £30-40k
- **Traffic Orders** – £10-15k
- **Using Waltham Forest Council's perception survey/workshop-consultation engagement process**, and a platform like *Commonplace*, you are looking at £50k for the lot. If just paper-based, you would cut this by half.
- **NOTE: This excludes officer/resource costs.**

**Total pre-'spades in the ground' Costs: £95,000 to £125,000**

**Approximate cost of implementing physical measures** assuming all **filters** are economical builds (i.e. standard bollards, tree pit/s, asphalt, kerb stone, line marking only: £10-15k per **filter** and probably another £10k for **signage**. **Total for 7 filters & signage £80-115,000.**

**Basic construction costs per component (excluding officer time) for the measures in Walthamstow Village** were as follows:

- **A Copenhagen (or blended) crossing:** £15-25k
- **Modal filter using bollards:**
  - **bollards:** £2k
  - **bollards plus 2 buildouts to protect parking:** £10k
- **Sinusoidal hump:** £2.5k
- **Tree pit & tree:** £500
- **Planter**
  - **flush with footway:** £500
  - **in box container:** £4k (via Marshalls), potentially cheaper if sourced elsewhere
- **All of Orford Rd treatment:** £200k if using high quality materials

**Total Physical Measures Costs (assuming 7 filters, 15 blended crossings, 40 sinusoidal humps)** **£405,000 to £590,000**

**Note -- Sources of Variability re Cost:**

1. **Size of a Low Traffic Neighbourhood area:** Obviously, if a neighbourhood is larger than assumed above, there will be more physical measures like modal filters, sinusoidal humps, Copenhagen-style crossings etc.
2. **If the objectives for the transformation of the residential streets within the Low Traffic Neighbourhood are more ambitious** – notably including Place-making measures (like seating, pocket parks etc): costs will increase.
3. **If the Bigger Roads surrounding the Low Traffic Neighbourhood are also to be improved:** then costs can rise sharply, depending on what is done. Segregated cycle tracks, in particular, are costly (in the case of Waltham Forest, over half of the costs to date have involved building these. Major Junction makeovers are likewise expensive. These kind of measures are often the subject of Borough bids, often on a staged, year by year basis, for grants from TfL's Liveable Neighbourhood Fund .

[This Note has been added by Robert Molteno, Wandsworth Living Streets, 9.5.2019]