

# WCLN suggested measures toolkit

## Potential measures (subject to budget)

### Liveable Neighbourhood gateway feature

Low maintenance and drought tolerant planted areas which help to contain excess rainfall.

#### **Benefits**

A gateway provides a clear entrance point for drivers indicating that they are entering the Liveable Neighbourhood and they should drive with extra care.



### One-way/no entry except cycles

One-way road with sign to show cycling in both directions is permitted.

#### **Benefits**

These provide greater permeability for cyclists travelling around the local area, helping make cycling a faster and easier option.



### Filtered permeability

Restricting motor vehicles at key junctions to reduce through traffic.

#### **Benefits**

These provide greater permeability for cyclists travelling around the local area, helping make cycling a faster and easier option. Motor vehicles can still gain access at alternative locations.



## Improved traffic calming

In the form of speed humps.

### **Benefits**

Designed to slow vehicles down where the road layout may result in faster speeds otherwise.



## Secure bike parking (bike hanger)

A form of on street, covered cycle parking where only users have a key to access the hanger.

### **Benefits**

Convenient and secure bike parking location for residents that may not have space for storage at home.



## Car club

Shared car parked on street for members of scheme.

### **Benefits**

Car permanently located in the area which car club members can hire by the hour as needed. Helps reduce the need for private car ownership and reduces the demand for parking spaces.



## Electric vehicle charging point

Electric vehicle charging point could also serve car share if vehicle is electric.

### **Benefits**

On-street charging point to enable those that do not have a private driveway to charge their electric car. Making it easier for residents to shift away from fossil fuels and improving local air quality.



## Change in priority

The give way markings have been switched to alter the flow of the traffic on a street.

### **Benefits**

Designed to slow vehicles down especially where speeding and accidents have occurred previously.



## Improved access

Enhancement of lanes and alleyways to make walking more attractive.

### **Benefits**

Improvements to the surface and appearance of alleyways to help encourage their use as convenient pedestrian cut throughs.



## 20mph

20 miles per hour speed limit.

### **Benefits**

Slower vehicle speeds make for safer streets for all. A 20mph speed limit decreases collisions between vehicles and children by 70%. \*



\* ROSPA (2011) Inappropriate speed. Available at:

<http://www.rospa.com/rospaweb/docs/advice-services/road-safety/drivers/inappropriatespeed.pdf>