

Pave The Way

The impact of Low Traffic Neighbourhoods (LTNs) on disabled people, and the future of accessible Active Travel.



Report
January 2021

Transport for All

TfA



“

I feel we are being really co-opted in these debates. Whether it's cycle lanes, LTNs, or banning taxis, it's like the idea of us is utilised by either side without actually involving us.

”

Participant, Ealing

Timeline

Method

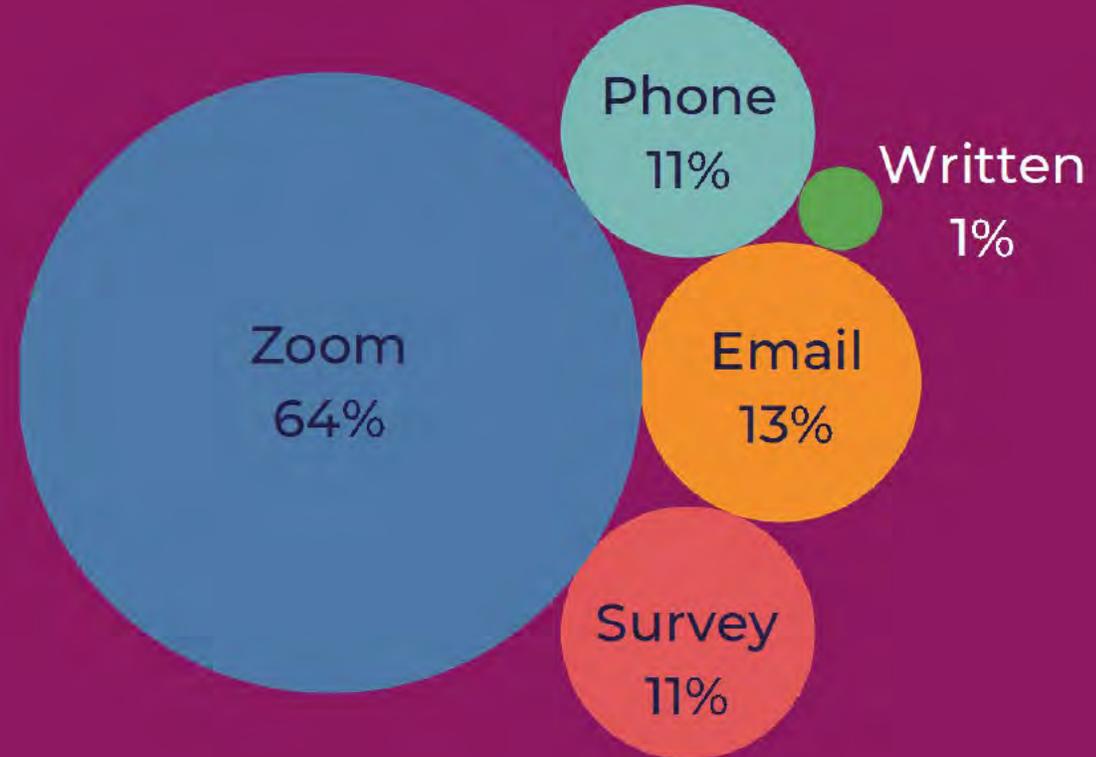
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We spoke to

84

participants



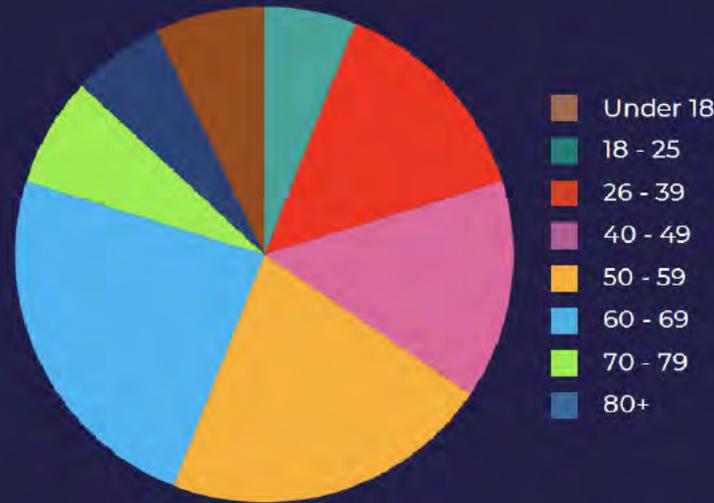
Demographics

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across a range of impairment groups



aged 8 to 89



in 19 out of the 21 boroughs with new LTNs (plus 5 locations outside London)

Barriers

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Medical



Physical (infrastructure)



Financial



Attitudinal



Societal



Physical (infrastructure)

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“
If the LTN is meant to be about walking, why are the pavements all broken up?
”



Financial

- Non-standard cycles significantly more expensive.
- According to Wheels For Wellbeing, cycles range from £500 for the most basic adult pedal trike, to £3500 for handcycles with e-assist. Cargo bikes can be up to £8000.
- Lack of cycle-hire schemes.
- Cost of maintenance, repair, and insurance.
- Cost of high quality wheelchairs and other mobility aids.
- Disabled people are twice as likely to be unemployed, and face extra costs of £583 a month.
- Financial barrier is therefore not only prohibitive, but discriminatory



Attitudinal

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“

Handcycling... it's not for wobbly people like me.

”

- Lack of visibility and representation of disabled cyclists.
- Many disabled people do not know that cycling is an option.



Societal

— “

I'm not there yet mentally. It's a type of mourning, losing your health.

— ”

— “

I don't want to use a wheelchair. I can still get about with my car.

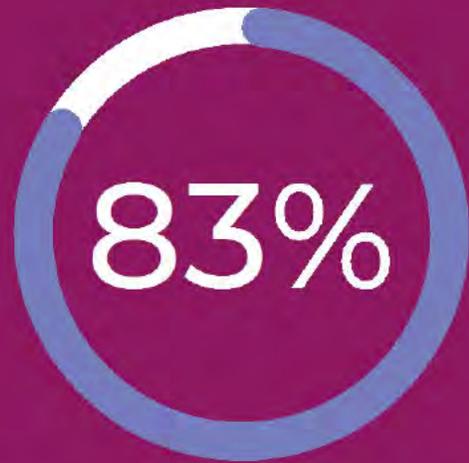
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Findings

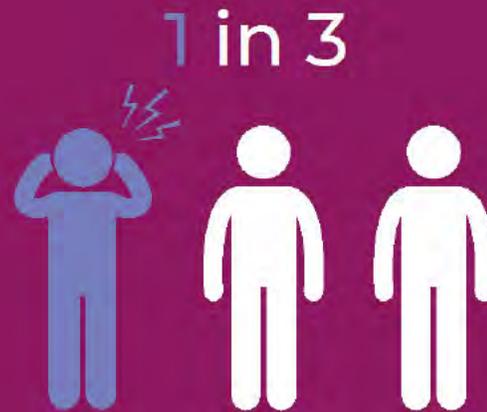
General observations

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felt strongly impacted by the Low Traffic Neighbourhoods



discussed how divisive the LTN issue is

“
It's not like disabled people haven't tried to be a part of this movement, but if you raise concerns, you are seen as someone who is against bikes and demonised as someone who doesn't care about the environment.
”

Positive

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14%

reported easier or more pleasant journeys.



18%

reported a decrease in traffic danger



17%

reported a decrease in noise.

Positive

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“

Since the LTN I feel much more secure going on the road. I know that that particular road is much quieter, and I feel that I have more of a right to be on the road.

”

Manual wheelchair user,
Lambeth

“

There are many things that can be quite overwhelming about being autistic. The LTN means there are less cars, which is less overwhelming, so I'm feeling less stressed, which means I'm burnt out less. It's just one of a combination of things that can help and it's nice to not have.

”

Autistic participant,
Lambeth

Negative

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77%

reported an increase in journey time



raised concerns over an increase in money spent on petrol or taxis.

1 in 3



reported an increase in traffic danger

Negative

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“

Everything has taken me considerably longer to do, and obviously is leaving me more tired at the end of it. Even my journey to and from work takes longer and leaves me more zonked by the end of the week. It accumulates at the end of the week, and I just sort of collapse on the tenth week.

”

Chronically ill participant,
Islington

“

It made it really difficult for me to get places, because I was using taxis to get around. And obviously, because it took [the driver] so much longer, sometimes it ended up that [the driver] wouldn't want to wait in traffic to get to me.

”

Visually impaired participant,
Redbridge

No other options?

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- 42% of participants raised issues with streetspace. (eg: lack of dropped curbs, uneven pavements, poor cycle lanes, pot holes, street clutter, e-bikes)
- 53% of participants raised issues with public transport (eg: buses, trains, Tube)
- 45% of participants discussed barriers disabled people face to Active Travel/ cycling (for example: high cost of adapted bikes, education, cultural attitudes, impairment-based).

"it's a complicated maze of measures" - Islington resident

EQIAs + engagement

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3 in 4



criticised how changes
in their local area were
communicated to them

— “ —

It was just the shock of suddenly, 'Oh, there's loads of roads closed? Is there work being done or something? I don't know what's going on'. so I think that's the context. That's a really important point for me: is that everybody is complaining that there's not been enough information - but for me, it was like I had none.

” —

Participant, Lewisham

Solutions

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To mitigate negative impact

- Meaningful engagement with disabled people in the community
- Accessible communication
- Accessible implementation
- Softer approach
- Dispensation for disabled people

To remove barriers to Active Travel (and public transport)

Infrastructure

- Accessibility upgrades to areas where streetspace schemes are implemented
- Wider accessibility upgrades to public realm

Policy

- Nationwide pavement parking ban
- Accessibility standard for cycle lanes
- A commitment that concessionary travel for disabled people will never be rescinded.

Investment

- Cycle hire schemes for non-standard cycles
- Subsidised adapted cycles and high quality wheelchairs

Michael Barratt
Development Impact
Assessment Manager



**It is about
considering
everyone**

Survey:
75% of disabled cyclists use their cycle as a mobility aid



Designing for cyclists

maintain cycling

thinking about all
types of cycles

raise ramp to help
3 wheel bikes
turn



Widths and obstructions a lack of consideration!



Obstructions to reach the push button





Keep areas clear

**Use cowls to avoid
barriers**

**Or put barriers behind
the push button unit**



Footway closures

Is the diverted route accessible for everyone?

**PEDESTRIANS
PLEASE USE
OTHER
FOOTPATH**



If footways are not accessible you may be forcing someone into the road!



Is there turning space at the pedestrian ramp?

Avoid black asphalt ramp on black asphalt

surface



Ensure the crossing is aligned

Good gradient

Good contrast





Hidden disabilities

- Dyspraxia
- Dyslexia
- Visual impairment
- Autism
- Multiple messaging!!!



Learning differences

Isabelle follows signs
as they tell her



Keeping footways open



**Removes the need for
signage**





The impacts of closing a bus stop

A temporary stop must be as close as possible to the closed stop, the next stop maybe 400m away.



Insufficient kerb height will render a bus stop useless



To deploy a ramp kerb height must be minimum 125mm

In Ilford, we built a temporary stop where the kerb was too low

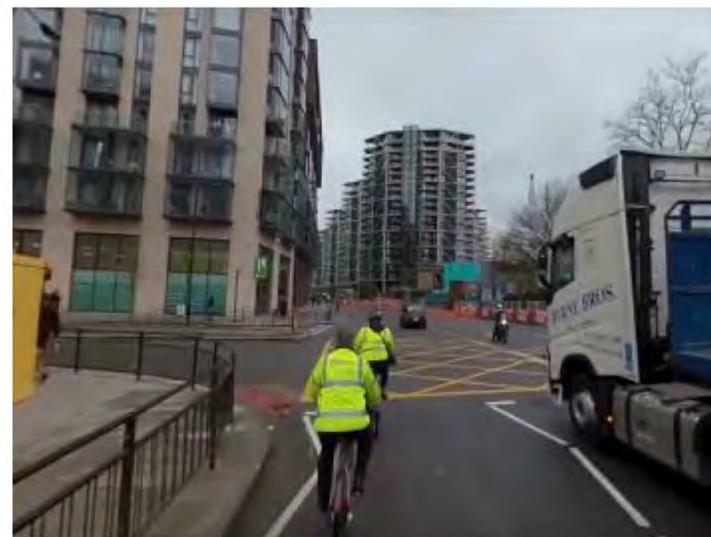
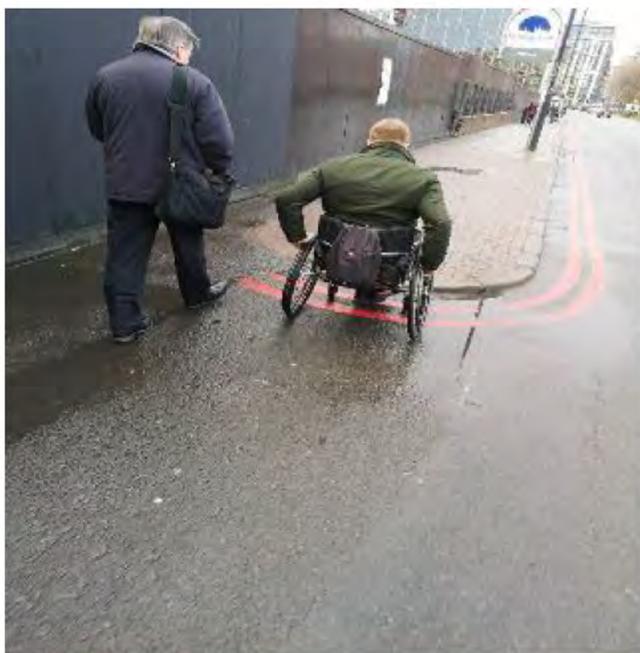


3 Tier Assessment

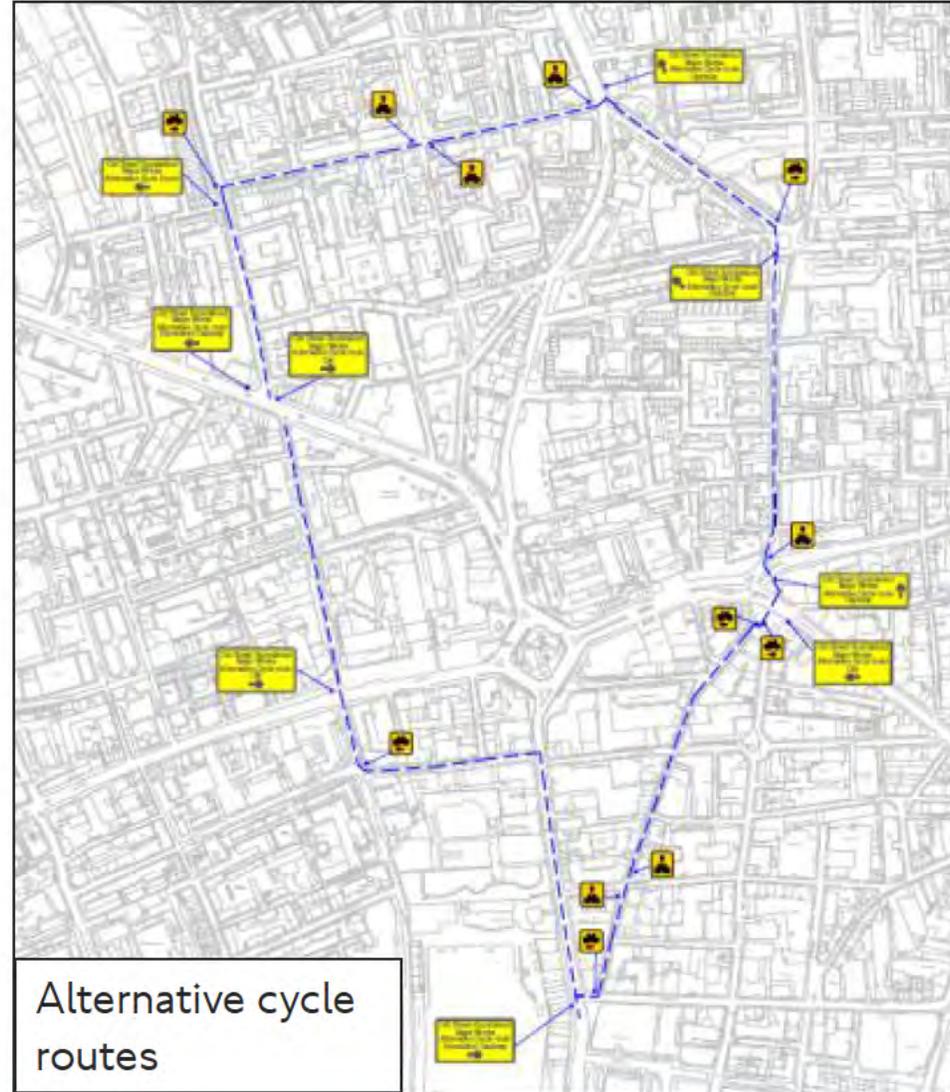
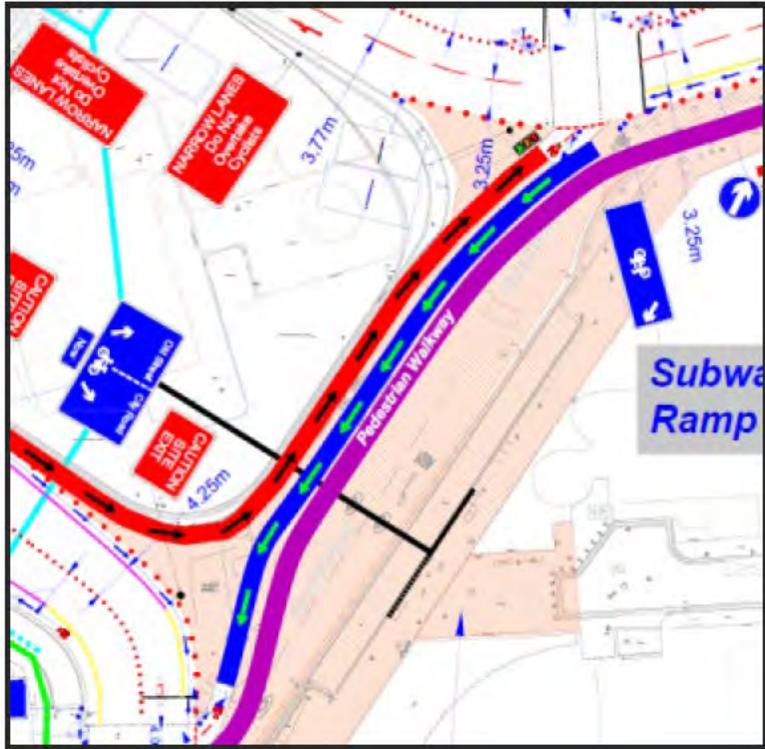
Involving the community



Tier 1 – meeting local people before you start work for a walk and chat



Tier 2 – you have met the locals, now consider them in your traffic management design



Tier 3 – go for a walk and cycle with local people for feedback



Constructor Experiences:

- Walking
- Cycling

Meeting people





Transport
for London

“If we all go above and beyond, above and beyond becomes business as usual!”



Pedestrian Behaviour and Risk Management research

John Murray
Principal City Planner

This document reflects ongoing work and discussions within TfL on options for the future of TfL/LU. It is not intended to reflect or represent any formal TfL/LU views or policy. Its subject matter may relate to issues which would be subject to consultation. Its contents are confidential and should not be disclosed to any unauthorised persons.



Project aim and delivery

This project set out to:

- better understand pedestrian behaviour in relation to specific types of street infrastructure, in order to ...
- identify effective light-touch engineering and technological solutions that prompt people to reduce their exposure to road danger while walking in London

Project delivery:

Integrated Transport Projects was commissioned to deliver the work in 3 stages:

- **Stage 1:** literature review, collision data analysis
- **Stage 2:** video surveys to observe how pedestrians interact with a range of infrastructure types and other variables
- **Stage 3:** identify light-touch interventions to encourage safer crossing behaviour

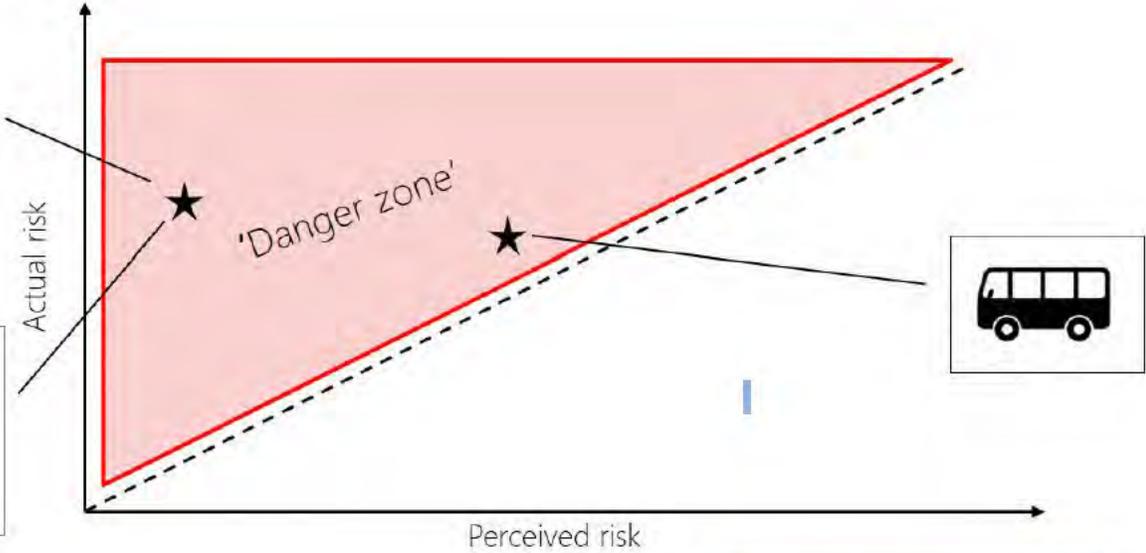
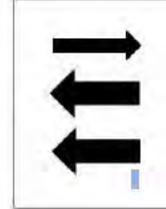


Danger occurs in the failure to accurately judge risk

Non-conformance with crossings is high (41.5% at observed sites), but most 'risky' behaviours are not risky in all contexts.

People usually behave appropriately for the amount of risk, except in **situations where they fail to accurately judge risk:**

Distraction might occur, e.g. from excessive noise or phone use.



The environment suggests it is safer than it actually is:

- Where lanes are mismatched in terms of flow
- At contraflow bus lane locations

Pedestrians might temporarily increase their tolerance of risk if they perceive a short-term or immediate gain

These findings suggest key steps in reducing pedestrian risk

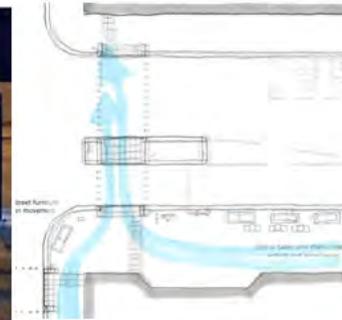
1. **Reducing traffic volumes and speeds:** non-conformant crossing occurs at all sites; low traffic volumes and speeds minimise risk in non-conformant crossing
2. **Providing or improving pedestrian crossing facilities** to reflect observed **desire lines** – providing appropriate width and minimal waiting times to reduce the prevalence of potentially risky behaviours
3. **Implementing site-appropriate interventions:**
 - **Physical interventions to physically reinforce formal crossing locations** or to **make safer routes more attractive**
 - **Increase ambiguity to increase engagement with the environment**, paying attention to sensitive design to enable ease of access for those with physical or cognitive disabilities
 - **Provide extra information to help pedestrians to accurately assess the risk level** at a site:
 - direct pedestrians' attention in the direction of an oncoming vehicle
 - reinforce the signals and improve their visibility
 - increase awareness in a situation where imbalanced traffic flows

Traffic volumes and conditions are the biggest influence on pedestrian behaviour – they are the main aspects that define the actual and perceived risk at a site

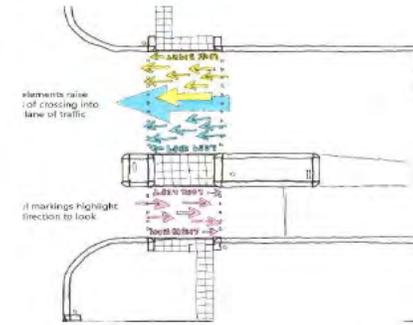
These interventions were developed in **Stage 3**

Suggestions for light touch interventions

Lighting/street furniture to highlight destination or change desire lines increase attentiveness



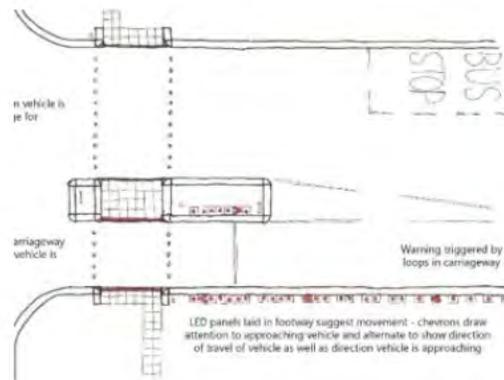
Road markings to



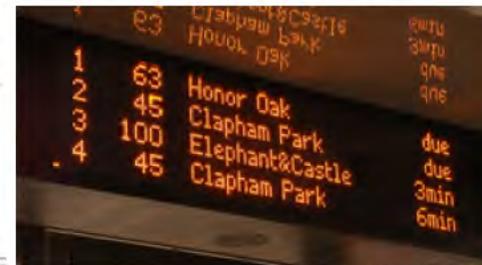
Lighting in footway and bollards to enforce signals



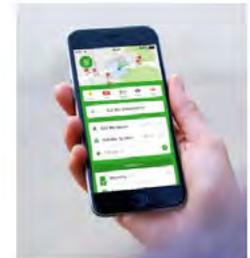
Vehicle-triggered lighting/audio to direct attention to direction of traffic



Real-time information to reduce haste



Prompts in apps to encourage calm, remove short interchanges that require peds to rush, warn about collision hotspots



Break



EVERY JOURNEY MATTERS

Thank you!

If you have any other ideas, feedback,
suggestions

Email: AmyEdgar [REDACTED]

