

## Funding

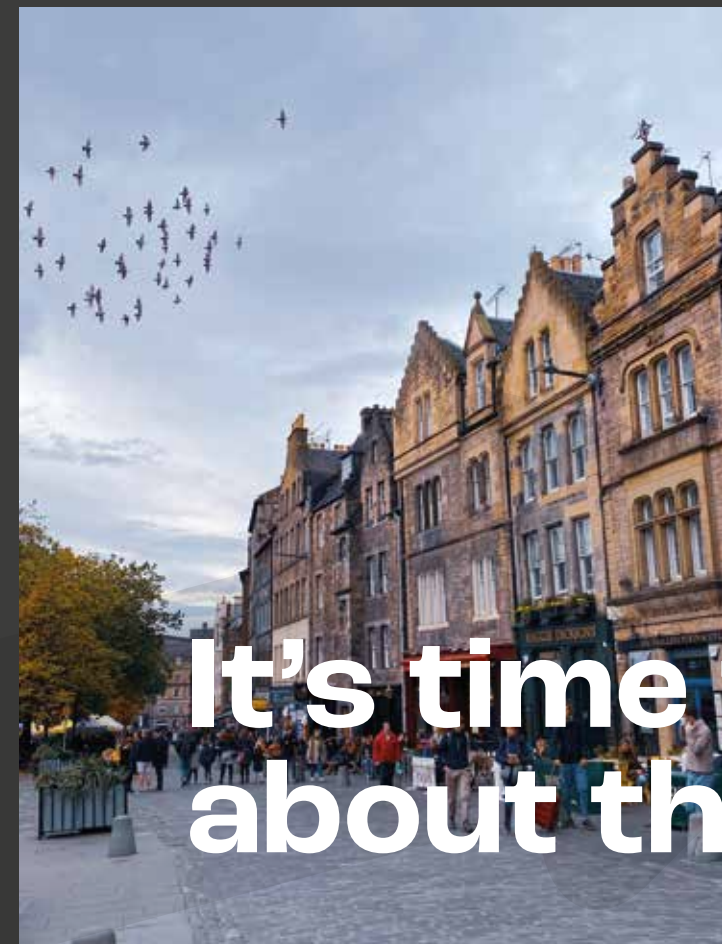
The funding for these measures can come partly from rebalancing transport spending away from new road schemes that won't be needed in a low traffic future, and partly from some form of road user charging.

Although central Government is best placed to lead on setting a national road user charging framework, local authorities can use local charging schemes, aimed primarily at tackling urban issues such as congestion and pollution.

These should aim to fund improvements to walking, cycling and public transport, thereby reducing our dependence on cars, vans and lorries.



# Local Action for a Low Traffic Future



**LOW  
TRAFFIC  
FUTURE**

**It's time to talk  
about the future**



**Local Transport Plans:  
A summary guide for  
councillors and campaigners**

**LOW  
TRAFFIC  
FUTURE**

Our aim is to build a movement of individuals and organisations to press for action and reduce our dependence on private motor vehicles.

By transforming how we plan our roads, streets and transport networks, we want to give people real choices in how they go about their daily lives.

Follow us on Twitter and Facebook @lowtrafficfut  
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**Our vision is a world with  
clean air, safe streets,  
vibrant communities, a  
stable climate and healthy  
natural environment for  
future generations**

For a full version of this guide,  
visit our website





## Why we need a Low Traffic Future

A low traffic future is one in which children can play in the streets, where neighbours can socialise, and young and old alike can get out and about easily, without always needing to drive.

It is a world with cleaner air, safer streets, excellent public transport and great walking and cycling provision. It would be good for our health, our communities, our economy and our environment. Compare this with the costs of the UK's current 'High Traffic Present':

- **Congestion:** This is estimated to cost the UK economy £30 billion a year.
- **Air pollution:** Pollution is estimated to hasten up to 36,000 deaths annually in the UK, at an economic cost of £20bn or more. The UK Government was meant to lower air pollution to below legal limits by 2010 for the toxic gas Nitrogen Dioxide but several areas of the UK still fail to comply.
- **Road danger:** The cost of road deaths and injuries in 2018 was estimated to be £35bn.
- **Physical inactivity:** Inactivity-related ill health costs the UK around £7.4bn annually.
- **Greenhouse gas emissions.** Transport is now the largest emitting sector of the UK economy, with little change in levels since 1990. Most of these emissions come from road transport.

### Quantified Carbon Reduction (QCR) targets

The Government says it expects Local Transport Plans to include 'Quantifiable Carbon Reduction' (QCR) targets. They can therefore play a crucial role in reducing car-dependence at the local level.

Evidence suggests that at least a 20% reduction in car-km is needed nationwide by 2030, to reduce transport emissions quickly enough. However in urban areas higher targets may be appropriate, given the need to meet air quality targets and the wider benefits of reducing motor traffic.



### Active Travel and Safe Streets

The following measures are needed to create roads, streets and junctions which are safe, attractive and accessible to all [n.b. 'wheeling' includes the use of any mobility aid which can legally be used on the pavement]:

- Creating safe, convenient and attractive networks for walking and wheeling - with clutter-free pavements and paths, well-located crossings, through attractive and accessible urban and rural spaces.
- Creating safe, convenient and attractive cycling provision - comprising protected cycle lanes on or alongside faster or busier main roads, quiet streets and lanes, and motor traffic free routes, to create comprehensive networks. Key destinations should have secure and conveniently-located cycle parking.
- Cycle training for children, teenagers and adults alike, as part of a wider package to promote cycling for people of all ages, backgrounds and abilities.
- Limiting traffic volumes and speeds in village, town and city centres, on local streets and rural lanes. Where protected cycle lanes are not provided, traffic volumes and speeds should be low enough to enable safe cycling by children. Measures include 20mph limits for most urban streets and 40mph or less for rural lanes, together with traffic filters (e.g. to create low traffic neighbourhoods) or school streets (i.e. prohibitions on driving or parking near schools at drop-off and pick-up times).
- Good maintenance of surfaces, vegetation and street furniture on local streets, paths and off-road routes. Councils tend to prioritise busier roads. Yet it is pedestrians and cyclists who are most affected by failures to fix potholes or to clear vegetation or winter ice on local streets or paths.
- Inclusive access: all walking and cycling provision should take full account of the needs of disabled pedestrians, cycle users and those who use mobility aids. Wheelchair users need level surfaces on well-located dropped-kerbs, while tactile paving is vital for visually impaired people.



### Public, Shared and Community Transport

Solutions include:

- Expanding rail and 'metro' networks and increasing their capacity.
- More frequent and reliable bus and coach services (rural and urban).
- Improving public transport to and within National Parks and other protected landscapes.
- Supporting community transport services - often volunteer-run - such as school, hospital transport, dial-a-ride and similar services, including those for older and/or disabled people.
- Promoting shared transport, e.g. car clubs in residential areas or ride-sharing for people travelling to the same destinations.
- Expanding public cycle hire schemes, and the opportunities for people to try cargo-bikes and non-standard pedal cycles, including e-bikes
- Promoting better integration of all transport, including timetabling and ticketing, online 'mobility as a service' (MaaS) platforms and 'mobility hubs'.



### Freight

Freight transport is vital for delivering goods to shops, homes and businesses. Yet our over-reliance on heavy goods vehicles (HGVs) is seriously harmful. Solutions include:

- Creating rail-freight termini, to allow shipment of goods by rail.
- Setting up trans-shipment depots, where goods can be transferred either from rail or large lorries onto smaller urban delivery vehicles, whose size, weight and fuel consumption is better suited to towns and cities than HGVs.
- Harnessing the potential of cargo-bikes.



### Rural Transport

There is a widespread but incorrect belief that the solutions outlined here only apply in urban areas. Whilst cars will be needed for a greater proportion of rural trips than urban ones, it is nonetheless crucial to improve transport choice in rural areas to reduce social exclusion. This is important for younger or less well-off people and those who can't drive due to health conditions or disabilities. It is also crucial for maintaining balanced and vibrant rural communities.



### Managing Travel Demand

Besides ensuring good provision for walking, wheeling and cycling, and public, shared and community transport, councils should seek to manage travel demand, both in general (e.g. through land-use planning policies and/or investing in digital connectivity) and specifically by private motor vehicles.

- Land-use planning policies should ensure that the location and design of new developments support a low traffic future, reflecting the '20 minute neighbourhood' principle, whereby key destinations (schools, key shops, healthcare, etc) can be reached within a short walk or cycle ride of people's homes.
- Enhancing digital accessibility can help reduce the need to travel.
- Vehicle scrappage schemes can help people give up older and more polluting cars or vans. However they should offer 'mobility credits' for public transport season tickets, new electric or cargo bikes, etc, rather than simply enabling people to buy newer cars.
- Road user charging. Local authorities can propose local road user charging schemes, aimed primarily at tackling urban issues such as congestion and pollution, by managing demand for travel by private motor vehicles.