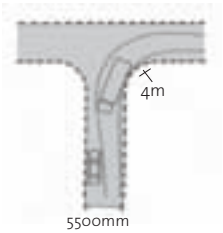
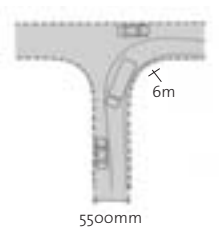
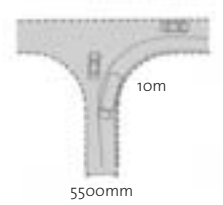


4m radius – refuse vehicle turning blocks movement for other vehicles on priority road and non-priority road



6m radius – refuse vehicle turning allows movement on priority road but blocks movement on non-priority road



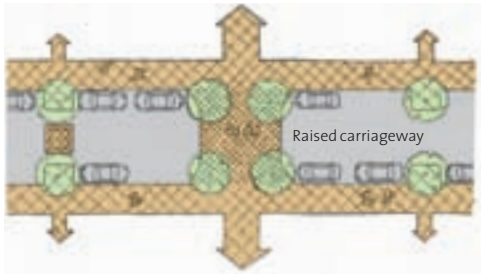
10m radius – refuse vehicle turning does not block movement for other vehicles

If footway edge follows the wide swept path of refuse vehicles and buildings are set back to maximise sight lines, a vehicle - oriented layout will result

Tighter kerb radii can be used with a wider carriageway. The refuse vehicle turning requirement is still accommodated, yet vehicles do not dominate

By applying the concept of tracking, tighter kerb radii can be used with a wider carriageway to ensure that highway geometry does not undermine the quality of space and traffic calming is designed-in from the outset

Wide pedestrian crossing put people first



The creation of a 20mph zone establishes pedestrian priority

4.4.5 JUNCTIONS

Keep it tight

As with the street, so with junctions: it is the buildings and footway that should define the space at a junction, not the rigid requirements of the vehicle movement. A wide carriageway plus tight, enclosed corners, makes a better junction than cutback corners with a sweeping curve.

The arrangement of a junction will always depend on the local context, and the amount of pedestrian and vehicle traffic that roads are expected to carry. Tight corners with restricted sight lines have a major traffic calming effect.

4.4.6 TRAFFIC CALMING AND PEDESTRIAN CROSSINGS

How much traffic can the street take?

Be aware of the limits to mixing activity. The higher the volume of traffic, the more difficult it becomes to mix activities.

Streets with up to 500 vehicles per hour (two-way) offer pedestrians easy opportunities to cross the road. Streets with between 500 and 1,000 vehicles per hour (two-way) require specific crossing opportunities to be incorporated into the street design to allow pedestrians to cross. Flows of over 1,000 vehicles per hour mean that pedestrians will have to wait to cross the road.

Wide Crossings on Main Roads

A frequent difficulty is where major traffic routes cross major pedestrian routes. The answer here is frequently wide, well landscaped crossings, with the floorscape, lights, and other devices used to define the crossing area. We should seek to rid our towns of the barriers, the uncrossable central divides, for example, by changing main routes to urban avenues, which people walk along and cross regularly in safety and convenience.

Slow traffic down

For streets to work as social places the traffic must be slowed. The best way to do this is to design streets that encourage drivers to drive with caution. The arrangement of buildings, spaces and activities can act as a natural traffic calmer and has the double advantage of being visually less intrusive and far more pleasant for pedestrians and cyclists.

But there are many cases where a development inherits an existing street layout that cannot be traffic-calmed except through add-on measures. When that is so, two points to bear in mind are:

- The measures should be designed with pedestrians, cyclists, public transport, service and emergency vehicles in mind e.g. raised junctions make it easier for pedestrians to cross and chicanes can be used to create informal spaces in the street.
- Traffic calming measures should be designed to suit the local context, avoiding the use of standard solutions. This is the job of the urban designer and landscape architect, not just the traffic engineer.