Potential interventions to be delivered through Local Streets Improvements schemes

A number of measures could be introduced to improve local streets in a neighbourhood, where these are supported by local stakeholders. Potential measures include those listed below (not a definitive list). The images provide examples of such measures. All images have been sourced by the SCC Transport Policy Team, unless otherwise stated.

20 mph speed limits





20mph speed limits require signing and can be supported by road markings, as shown in these examples. 20mph speed limits can only be introduced where the criteria in SCC's speed limit policy are satisfied.

Traffic calming





Examples of traffic calming in the form road cushions and localised carriageway narrowing to slow traffic on residential roads. Traffic calming may be required to support a 20mph speed limit.



Pavement build outs with tactile paving to calm traffic and provide a new informal crossing point.
Source: Google Maps.

New and improved crossings for pedestrians and cyclists



An example of a parallel crossing which provides priority to pedestrians and cyclists.



Signalised controlled crossing connecting into segregated facilities for pedestrians and cyclists.

Footway improvements including widening and resurfacing



Wide footway in Weybridge town centre.





Before and after images showing a section of widened footway. This improves the quality and safety of the environment for pedestrians and wheelchair users.

Source: Healthy Streets.

Continuous footways across side roads



Continuous footway and cycle track across a side road, giving priority to pedestrians and cyclists.

Source: Google Maps.

Tree planting, more greenery and sustainable urban drainage





Build outs with planting. These build outs also serve as traffic calming features and improve the drainage of the urban environment.

More seating



Seating in the example above is important for creating environments that are inclusive as well as making streets welcoming places to dwell.
Source: Healthy Streets.



Seating in a small green verge in Haslemere.

Better bus stops



Covered bus shelters with seating.



Bus stop with shelter, seating and accessibility improvements.
Source: TfGM.

Better cycle parking and cycle infrastructure



Cycle parking outside Weybridge Railway Station. This picture was taken shortly after the installations were completed. The cycle compound (left in the picture) is now being used by the local business park to store hire bikes used by employees to travel between their workplace and the station.



Bike hangar with integrated planting. Bike hangars offer an on-street secure cycle parking solution, especially useful for people living in properties where there is a lack of space to store cycles securely.





Examples of cycle tracks segregated from the footway and carriageway.

Traffic management measures such as one-way streets, banned turns and modal filters



An example of a ‘no entry’ (except cycles) into a one-way street.



A modal filter which permits access through to those walking, wheeling and cycling. The space has been transformed with seating, planting, sustainable drainage and cycle parking. Source: Will Norman (London’s Walking and Cycling Commissioner).