References
References

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- Part 2 - Roadway Capacity
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- Part 6 - Roundabouts
- Part 7 - Traffic Signals
- Part 8 - Traffic Control Devices
- Part 10 - Local Road Traffic Management
- Part 11 - Parking
- Part 13 - Pedestrians
- Part 14 - Bicycles


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* The assistance of Antonio Pratelli, University of Pisa, Italy, in providing European references on traffic calming is gratefully acknowledged.
**Glossary**

*Active frontage:* that frontage with a preponderance of pedestrian-oriented and concentrated activity.

*Activity profile:* the distribution of pedestrian activity along the length of the Main Street or sub-arterial centre.

*Assessment Balance Chart:* a table which presents information on monetary and non-monetary costs and benefits for different performance indicators.

*Cordon:* an imaginary line around the perimeter of the Main Street or sub-arterial centre.

*Cordon point:* a point along the Main Street or sub-arterial road where the cordon crosses such street/road.

*Core zone:* a zone of concentrated pedestrian activity.

*Design area:* that section of the Main Street or sub-arterial centre for which a design for environmental adaptation is being prepared.

*Environmental adaptation:* the process of adapting the Main Street or a centre along a sub-arterial road to meet the needs of all its users in a manner which satisfies objectives of road safety, traffic operations, amenity and cost-effectiveness.

*Friction:* the impediments to traffic flow caused by intersections, signals, turning movements, parking manoeuvring, on-street goods deliveries, and crossing pedestrians.

*Impact:* the effect of traffic on pedestrian crossability, safety, parking, trade and appearance, and exposure to noise and air pollution.

*Jay walking:* pedestrians crossing at other than legally defined points and proceeding at walking pace.

*Jay running:* pedestrians crossing at other than legally defined points and proceeding at running pace.

*Performance indicator:* a parameter which shows how a system or a project performs in respect of a specific criterion (such as vehicle speed, or ability to cross).

*Planning area:* an area extending beyond the design area which must be taken into account in the design for environmental adaptation.

*Secondary frontage:* that frontage along the Main Street or sub-arterial road with incidental or dispersed pedestrian activity.

*Sharing the Main Street:* see environmental adaptation.

*Speed profile:* the distribution of target speeds along the length of the Main Street or a sub-arterial road.

*Target (street) speed* is the assumed average speed of vehicles at the location within a street segment where vehicles travel at their highest speed. It prescribes the degree of physical restraint on vehicle operation which is imposed in the design.

*Through traffic:* traffic which does not stop (other than at intersections or legal crossings) between two cordon points.

*Transition zone:* a zone, adjoining the core zone and consisting of predominantly vehicle-oriented uses.