

# APPENDIX TWELVE

## TRAFFIC CALMING POLICY

- 1 Intrusive traffic calming methods, by their nature, inconvenience all motorists and passengers in order to curb the higher speeds of a minority of drivers. They are relatively expensive to construct and maintain, however, they can be the most effective means of speed control over a length of road. There is a difference between constructing intrusive measures on existing roads and incorporating them in new roads being built as part of development, for adoption as highway. In these situations they are included as part of the comprehensive means of ensuring appropriate vehicle speeds, along with other less intrusive forms, and they are more easily accepted by residents as integral part of the street scene. The primary reason for traffic calming should remain road safety. The Council approves the continued use of these measures, but...

**Intrusive traffic calming methods shall only be used where there is a history of speed related injury accidents, unless they form an integral part of a new road.**

- 2 Speed cameras have been shown to be very effective in reducing speed related accidents concentrated at specific locations. Although there are moves to allow use of part of the fines generated to fund the processing of prosecutions, the efficient use of standard fixed sites currently remains a problem for the police.

**Fixed speed camera sites shall only be installed at locations where there is a history of concentrated speed related injury accidents and subject to site approval by Thames Valley Police.**

- 3 Non-intrusive forms of traffic calming work generally on the basis of changing the 'natural' speed for a road as it occurs to a motorist, or by controlling the speed of a traffic flow to the speed of the slower motorist by reducing overtaking opportunities. They are less controversial with residents and motorists than intrusive forms.

**Non-intrusive forms of traffic calming may be used in any situation to influence vehicle speeds as part the Council's speed management strategy.**

- 4 Some traffic calming measures necessarily involve significant amounts of signing or contrasting coloured materials, used to bring about the desired effect or for reasons of safety. These characteristics can detract from the local street scene. The Council's Local Transport Plan includes an objective...

LTP 1.8 "To design and construct highway infrastructure in ways that recognise and if possible contribute to the character, environment, landscape and heritage of the setting".

**Traffic calming measures shall be selected and designed to accord with and, as far as possible, enhance their local environment.**

- 5 The Highways Act 1980 does not allow the use of vertical deflections on roads with a speed limit of over 30mph. There are also road safety arguments for not using any other intrusive traffic calming measures (for example a "build out" with give way working) on such roads, because of the

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conflict in traffic movements that they invoke..

**Vertical deflections and artificial horizontal deflections shall not be used on roads with a speed limit in excess of 30mph.**

- 6 Vertical deflections can reduce the response times of emergency vehicles and give problems for some injured people in transit in ambulances. They can also cause problems for some buses and their passengers. This is less so in the case of speed cushions.

**Vertical deflections (with the exception of speed cushions) shall not be used on primary emergency vehicle routes or roads which are currently used as bus routes.**

- 7 Traffic calming measures may have an effect on traffic routing, although this is expected to be limited except in the case of the more extensive and intrusive schemes, but....

**The possible effect on route changes of traffic be considered before implementing traffic calming measures.**

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**TRAFFIC CALMING METHODS**

<b>EFFECT</b>	<b>METHOD</b>
Intrusive Intrusive Intrusive Intrusive	<b>Vertical Deflections</b> Round topped humps Flat topped humps Speed cushions Raised junctions
Intrusive Intrusive Non-intrusive Non-intrusive	<b>Artificial Horizontal Deflections</b> Edge of carriageway build-outs (give- way working) Chicanes (give- way working) Chicanes (two way working maintained) 'Slug' parking reserved by traffic regulation order with no build-outs
Non-intrusive Non-intrusive	<b>Horizontal Deflections at Bends and Junctions</b> In new development On existing roads
Non-intrusive Non-intrusive Non-intrusive Non-intrusive Non-intrusive Non-intrusive	<b>Changes to the 'Natural Speed' of the Road</b> (Which do not exert a <u>direct</u> influence on the speed of every vehicle) Gateway or other signing Width reductions at pinch points (two way working maintained) Lane width reduction through marking Traffic islands and pedestrian islands Planting or other features to change the visual characteristics Reduction in visibility
* Intrusive	<b>Others</b> Overt fixed speed cameras Rumble strips (other than used as warnings)