

Sleepers Hill

Traffic Control options

Aims :

1. to restrict traffic volume and speed
2. to improve safety for cyclists and pedestrians
3. to reduce air pollution

Key questions :

Do we want to :

- A. allow through traffic, but slow it down?
or
- B. stop through traffic, but allow access to residents and services?

Options :

- A. Allow through traffic, but slow it down

1. Speed Humps

Speed humps are rounded, raised areas of pavement that require drivers to reduce their speed in order to maintain comfort and prevent vehicle damage. Speed humps are not to be confused with speed bumps, which are taller and less wide, making bumps more jarring for drivers. Humps work best on roads with slower speed limits, and require multiple humps placed in a series, making them ideal for residential neighbourhoods. They should have accompanying signage or pavement markings to warn drivers in advance. Speed humps can reduce the average speed by 20-25% between humps, with an average crash rate reduction of 13%. Cheaper than other measures, speed humps are a highly effective way to reduce speeds in residential neighbourhoods.



2. Road Tables

Road Tables are like bumps but have a flat top, making them less likely to cause damage to cars and lorries. Sometimes used to give pedestrians a level crossing between footways. If they are long enough, they provide a smoother ride for buses than humps.

3. Entry Treatments

This technique generally involves narrowing the entrance to a minor road at a priority junction and incorporating a ramp that raises the highway to the level of the footway. The speeds of turning vehicles are reduced, drivers are made aware of a change in the character of the road and the safety of pedestrians crossing the mouth of the junction is improved.

4. Road Cushions

Raised rectangular areas. There can be one, two or three, depending on the width of the road. They do not slow speeds to the same extent as humps but do give emergency vehicles and buses a smoother ride. The road cushion has increasingly been used in the UK and is a narrow hump that effectively allows vehicles with wide wheel tracks to pass unhindered but slows smaller vehicles including private cars.

5. Chicanes

Chicanes are pavement extensions that create a zigzag pattern with alternating curves to disturb the straight path of the roadway. This requires motorists to steer back and forth in order to navigate the road, causing speed reductions and more cautious driving. Chicanes work best on low volume roadways with lower speed limits, making them ideal for residential neighbourhoods. Curb and sidewalk extensions, parking spots, or garden boxes can be used to create chicanes, providing both neighbourhood functionality and safety. Cycle routes can be built in.



3. Traffic Circles (unlikely to suit SH)

Traffic circles are raised islands at the centre of one lane, unsignalized intersections, where traffic circulates around the island in order to cross. Small traffic circles, also called '[mini roundabouts](#)' can be implemented in areas with lower traffic volumes to create a steady flow of traffic with minimal diversion. These circles require drivers to slow down and pay attention to their surroundings in order to manoeuvre around them. Traffic circles create pedestrian crossing and landscaping opportunities, making them ideal for busier residential roads with traffic cut-through and higher speeds.



4. Pinch points, Throttles and Chokers

A pinch point is a horizontal extension of the pavement which narrows a section of the road rather than the whole road. Pinch points can be used to discourage cut-through and reduce speeds. Cut-throughs are discouraged through the creation of a temporary one-way road, which requires motorists to take turns passing through. Signage should be utilized to warn motorists of the extension, particularly in residential areas with minimal street lighting.



5. Lane Narrowing

Lane narrowing can be accomplished through widening of pavements, creating bicycle lanes, landscaping, or inserting raised medians in the centre of the roadway. Narrow lanes encourage driver alertness, and cause motorists to slow down in order to increase driving comfort. The use of raised medians can reduce speeds and also prevent cut-through traffic by blocking residential roadway entries.

Narrowed lanes also contribute to residential areas by providing more room for pedestrian activity and greener streets.



B. Stop through traffic, but allow access to residents and services

Low Traffic neighbourhood (LTN)*

The low-traffic neighbourhood (LTN) approach, widespread in the Netherlands, means private motorised vehicles can still access all homes and businesses, but they cannot cross through the neighbourhood.

- there is no through route for private motorised vehicles
- all homes can be accessed by private vehicles
- new public space is created, benefitting residents walking and cycling, activating the streets.

The main tool for an LTN is a modal filter, which ensures that people can only travel past a certain location on the street by selected modes of transport, and not by others.

In its simplest form, a modal filter is a physical restriction (a row of bollards, for example) which people can travel through by walking, wheeling or cycling, but not by motor vehicle.

Wherever possible, two sets or rows of bollards should be used instead of one, separated, with vehicle-free space in between, creating a pocket park.

Bollards can be collapsible, allowing key holders to travel through by motor vehicle.

Where frequent access is required by many different users, for example on a bus route, an Automatic Number Plate Recognition Camera (ANPR) can be used instead of bollards, creating a bus gate through which buses but not private motor vehicles can travel.

A camera-enforced filter provides flexibility to exempt different motor vehicle users (buses, blue light services, refuse collection, blue badge holders).

- The term is controversial and maybe should be avoided