

Traffic reduction measures

When you are putting forward recommendations to your council about how to calm traffic on a road, you have many different measures to choose from. Pick the ones that are right for your particular circumstance. Take photos of ones already in the area so the council can visualise what you're suggesting.

Have you a photo of one of the traffic-calming measures below? We'd love to see it and to share it with others on this site.

Round-topped road hump

A raised road surface that stretches across the road, usually 75 mm high

Cost: £1,200 per hump

Pros: Very good at slowing down vehicles. Should reduce noise levels where traffic consists of light vehicles. Self-enforcing. Does not usually affect on-street parking

Cons: Signs, street lighting and white lines are required, which may be considered visually intrusive. If big lorries are part of normal traffic flow, they can increase traffic noise. Drivers may rev between humps, thereby changing the character of noise

Flat-topped road hump

Cost: £2,000 per hump

Pros: Very good at reducing vehicles speeds and improving road safety. Can be used by pedestrians as a crossing point

Cons: Same as round-topped humps. Plus, produce more noise with commercial vehicles

Speed cushion

Square raised section of road, wide enough to slow smaller vehicles, with limited effect on emergency vehicles

Cost: £600 per cushion

Pros: Slows down cars. Can be negotiated by most types of emergency vehicles

Cons: On-street parking may cause difficulties. Signs, street lighting and white lines are required, which may be considered visually intrusive

20mph speed limit

20mph signs are placed at the entrance to the road where the speed limit applies and then at regular intervals

Cost: £2-20,000

Pros: Reinforces the need for motorists to drive slowly and with care

Cons: Not self-enforcing

20mph zone

Traffic calming measures have to be installed so that vehicle speeds are physically restricted to 20mph or less

Cost: £60-130,000

Pros: Very good at slowing down cars. Improves road safety. Individual traffic calming measures within the zone do not need signing, so visual intrusion is reduced. Self-enforcing. Deters traffic

Cons: May lull pedestrians into a false sense of security with the assumption of safety zone. Requires other traffic calming methods to be installed, which may have their own disadvantages

Signs – accident statistics

Signs that show accident statistics can bring home to drivers the consequences of driving too fast

- Pros:** Highlights dangerous areas and encourages drivers to consider the consequences of speeding. Can involve local people in the creation of the sign
- Cons:** Overuse of signs may reduce their credibility. Can distract drivers

Chicane

Chicanes are road narrowings located alternately on either side of the road. The pavement is extended into the street on alternate sides of the road, creating a 'slalom' effect. They slow traffic down by forcing one stream to give way to the others. There needs to be a balanced two-way flow of traffic for the chicanes to work

Cost: £6,000

Pros: Slows down traffic. Can improve road safety. Well accepted by bus companies and emergency services. Increases space for pedestrians

Cons: Illuminated bollard, street lighting signing and white lines are usually required and may be considered visually intrusive. Slows and complicate emergency vehicles access. May create conflict between drivers

Pinch point

The road is narrow by pavement extensions on either side of the road, only allowing one vehicle to pass at a time

Pros: Discourages access for large vehicles. Slows traffics, increase safety and reduces noise. Creates an opportunity for greening. Increases pedestrian space and ease of crossing

Cons: May slow emergency vehicles' access. Road narrowing can be dangerous for cyclists and motorcyclists if a car tries to overtake

Kerb build-outs

Extensions to the footway, constructed in a similar material. They are used to reduce road width at junction.

Cost: £8,000 per junction

Pros: Give pedestrians more space. Reduce crossing distance. Restrict traffic speeds. Can deter unsafe parking on junction

Cons: Can make manoeuvres difficult for large vehicles. Usually need bollards to stop cars driving on to them. Can cause difficulties for cyclist. May be hit in poor weather or at night

Junction table

Large, flat top hump constructed across a junction to reduce the speed of approaching vehicles. Junction tables also provide a level place for pedestrians to cross

Cost: £6,000

Pros: Slows traffic at junction. Highlights junction to motorists. Provides level crossing point for pedestrians. Less potential for vehicle damage

Cons: May cause problems for buses. Vehicles may drive onto footway

Mini-roundabout

Cost: £12,000

Pros: Slows traffic down. Can improve road safety. Can reduce driver delays when emerging from minor roads

Cons: Not ideal for cyclists. Signing, street lighting and white lines are required and may be considered visually intrusive

Road narrowing

Width restrictions, which are used to narrow the road on either one or both sides of the carriageway.

Cost: £6,000 per narrowing

Pros: Reduce crossing width for pedestrians. Restrict traffic flows and speeds. Highlight hazardous sites, such as outside schools. Prevent parking at hazardous

Cons: Careful signing essential

Gateway

Installed at entrances to towns and villages

Pros: Reminds drivers of the change in road environment. Highlights speed limit changes.

Cons: Not effective in reducing speeds over a long stretch of road. Other measures are needed to maintain speed reduction

Permanent road closure

Cost: £6,000 per junction

Pros: Reduces through-traffic. Reduces width of carriageway that pedestrians have to cross. Can incorporate cycle bypass, allowing cycles to use route

Cons: Can increase emergency service response time. Can make certain journeys longer for residents

Speed camera

Cost: £28,000

Pros: Slows cars down. Improves road safety and significantly reduces road crashes

Cons: Some drivers only slow down at the camera sites

Zebra crossing

The 'zebra' is characterised by black and white stripes and flashing yellow beacons on either side of the road

Cost: £11,000

Pros: A good crossing point. Pedestrians do not have to wait for traffic light to change in their favour. Only stops traffic when pedestrians want to use the crossing

Cons: If a zebra crossing is not frequently used by pedestrians, drivers tend to forget it is there. Drivers sometimes ignore pedestrians who are waiting to cross

Pelican crossing

A pelican crossing controls vehicles and pedestrian movements with traffic lights

Cost: £25,000

Pros: Provides a good crossing point for pedestrians. Visually impaired people benefit from the 'beep' that sounds when the green man is showing

Cons: The traffic lights and railing may be considered visually intrusive. Pedestrians may have to wait for long periods before the traffic lights change in their favour. Cannot be located on very high-speed roads. Needs other traffic calming measures if speed is a problem

Puffin crossing

Like a pelican, except the red and green man are on the same side of the road as the person waiting to cross. The crossing is operated by a push-button control and the traffic lights remain on red until pedestrians have crossed the road

Cost: £27,000

Pros: Provides good crossing point for pedestrians. Improves road safety. Increases time given to cross the road. Beneficial for partially sighted users

Cons: Same as for pelican crossings

Toucan

A crossing used by cyclists and pedestrians together

Pros: Allows convenient crossing for both pedestrians and cyclists. Encourages shared use of carriageway

Cons: The possibility of danger to pedestrians from conflict with cyclist. Only convenient for those cyclists on a track, not those on the road

Traffic island and pedestrian refuge

A traffic island is usually situated in the centre of a road to help reduce vehicle speeds and to prevent over-taking. If it includes a gap in the middle of the island it is called a refuge, allowing people to cross half the road at a time

Cost: £4,000

- Pros:** Slows cars down. Prevents over-taking. Can improve road safety. Makes it easier for people to cross the road safely
- Cons:** Can cause problems for cyclists and wide vehicles. Can be dangerous for cyclists and motorists if cars try to overtake them within the gap. Can reduce on-street parking. May be considered visually intrusive. Not suitable for large groups of pedestrians. May cause access problems for residents who have driveway next to the traffic island

Bollard

- Pros:** Effective way of closing road to vehicles. Allows free access to pedestrians and cyclists.
- Cons:** Slows emergency vehicle access. Can be vandalised easily

Gate

Leaving a gap at the side allow cycles to get past

- Pros:** Effective way of closing road to vehicles. Allows emergency vehicles access, but perhaps with a slight delay
- Cons:** Requires someone to operate gate

Cycle lane

- Cost:** £70 per linear metre
- Pros:** Provides for safer cycling. Promotes a healthier lifestyle. Encourages more cycling. Can reduce the speed of other vehicles by limiting the width of road available to them
- Cons:** Road signs are needed at frequent intervals along the length of the cycle lane

Road surface changes

Road surface changes can be different colours and textures to highlight particular features

- Cost:** £14 per square metre
- Pros:** Highlight certain features to road users. Relatively low cost. Do not disadvantage buses or emergency vehicles
- Cons:** Difficult to see in poor weather conditions. Colours can fade. Can create confusion regarding priority. Limited effectiveness

HGV Ban

An HGV ban can be introduced to prohibit large vehicles from using unsuitable roads by means of height, weight or width restriction

- Cost:** £9,0000 for width restriction
- Pros:** Reduces traffic noise and vibration in residential areas. Reduces traffic fumes and discolouration of buildings. Makes walking and cycling safer and more pleasant
- Cons:** Enforcement is difficult. Road signs are needed and may be considered visually intrusive