

## Traffic Calming in National Parks

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### 1. INTRODUCTION

At the last New Forest HAT meeting officers were asked to investigate what sort of traffic calming measures are used in other National Parks around the country. With the assistance of the New Forest National Park Authority information was sought through an 'all parks' Transportation Officers Group.

In addition to a report produced by 'Friends of The Lake District' responses have been received relating to schemes or measures in the following:

Yorkshire Dales  
Exmoor National Park  
Peak District  
Cumbria

### 2. SCHEME DETAILS

Yorkshire Dales - Provision of Gateways  
Installation of a cattle grid  
Rumble strips using buff or natural stone markings  
Introduction of Quiet Lanes (as DfT Traffic Advisory Leaflet 3/04)

Exmoor - Draft schemes for the villages of Dunster and Porlock using paving, local materials and shades/colours instead of lines and road markings to reduce the impact of traffic on the village centres.

*Please see the links below for further information:-*

<http://www.hamilton-baillie.co.uk/index.php?do=projects&sub=details&pid=115>

<http://www.hamilton-baillie.co.uk/index.php?do=projects&sub=details&pid=106>

Peak District - Scheme in the village of Youlgreave, where a 'less is more' approach to lining was undertaken. The village centre has narrow streets with little off-street parking, so the centre line was removed to try and introduce an element of uncertainty in the minds of drivers to lower speed.

Other examples are the traffic management schemes in the Upper Derwent Valley and at Stanage. Both have lowered speed limits and Upper Derwent has gateway features at the entrances to the traffic management area, whereas at Stanage the emphasis is more low key with low wooden posts with speed limit repeater signs and bunding to prevent inappropriate parking. Both of the traffic management schemes are centred on honey pot destinations associated with outdoor pursuits (Upper Derwent - walking & cycling, Stanage - climbing and walking).

Lake District – An extensive report commissioned by Friends of the Lake District into the changing character of rural roads in Cumbria was produced by consultants Capita Symonds Ltd together with recommendations of Friends of the Lake District. The report does not identify particular physical traffic calming measures but sets out 20 recommendations relating to, for example:-  
Best practise to conserve rural road design;  
Setting appropriate policies at local, regional and national levels;

## ITEM 7.2

Amendments to guidance on setting speed limits;  
Controlling sign and other road side clutter.

- Cumbria- Traffic management scheme on the former A6 trunk Road through the village of Clifton. Wide variety of measures used including gateways, build outs (some with timber planters), verge and footway widening, removal of road markings, and road narrowing. The scheme has been cited as a case study in a DfT publication LTN 1/08 'Traffic Management and Streetscape'.

*Please see the link below for further information:-*

<http://www.fld.org.uk/images/stories/pdfs/rural%20roads%20at%20risk%20summary.pdf>



Figure 1: Removal of centre lines in Clifton (DfT, 2008)

- New Forest - The NPA is currently preparing a Landscape Strategy and an extract from the Draft Chapter Theme 3 of most relevance to highways and traffic calming is shown below:

### *LANDSCAPE STRATEGY OBJECTIVES AND LINKED ACTIONS*

*T3.8 The National Park Management Plan sets the general context to the future management of roads and traffic within the New Forest. Here the focus is on the design of roads to reduce landscape impacts:*

*Objective RD1: Joint working with the highway agencies to achieve traffic management and road design solutions within the New Forest that reflect their rural context.*

#### *Linked Actions:*

*RDA1.1: Refer to relevant guidance on traffic management from other protected landscapes and assess suitability to the New Forest.*

*RDA1.2: Develop design guidance on traffic calming measures and the treatment of settlement gateways for use by Highway Authorities and Town and Parish Councils within in the New Forest.*

*RDA1.3: Active promotion of the above guidance.*

*Objective RD2: Development of a co-ordinated approach to road signage and new road and street lighting.*

*Linked Actions:*

*RDA2.1: Incorporate design solutions for signage and lighting in the design guidance.*

### 3. SUMMARY

Generally the traffic calming identified in the feedback from the various bodies is almost all confined to towns or villages in the form of urban and semi urban environmental improvements to reduce the impact of traffic on residential areas. These schemes are similar to those in Hampshire implemented under the Country Towns initiative and involve the use of paving and coloured surfacing to reduce the dominance of traffic.

There is very little targeted at rural roads. In fact the emphasis seems to be to allow them to remain natural and uncluttered by urbanising features such as signing, lining and other physical traffic measures.

The measures that are mentioned in rural situations such as gateways are very similar to those already in use a various sites within the New Forest. Clearly the materials used vary to suit the circumstances and character of the surrounding natural features such as dry stone walling or timber fences. Rumble strips used in the Yorkshire Dales as part of gateway features have already been trialled within the New Forest and rejected because of the obtrusive noise generated.

The report produced by Friends of the Lake District is an extensive document covering a very wide range of highway and transport issues which has clearly taken a considerable investment in time and resources to produce.

The objectives contained in the Draft Landscape Strategy for the New Forest cover in principle all the aspects of traffic calming schemes in other National Parks and the Friends of the Lake District paper.

Other national guidance such as English Heritage's 'Streets for All' and the DfT's Local Transport Note 1/08 'Traffic Management and Streetscape' tend to focus on traffic management in towns and villages as opposed to rural roads.



Figure 2: An example of a village gateway

A highway design guide for an Area of Outstanding Natural Beauty has been produced by Dorset County Council which addresses the impact of traffic on rural roads and villages.

*See the links below for further information:-*

<http://www.dorsetaonb.org.uk/our-work/rural-roads/dorset-rural-roads-protocol.html>

#### **4. CONCLUSION**

Consideration of the wider issues regarding the character of rural roads within the New Forest could be appropriately covered as part of the review of New Forest Highway and Transport Strategies. The strategy reviews could explore in more detail traffic calming principles and consider the criteria for and the range of possible measures for use within the National Park.

The draft Landscape Strategy for the New Forest contains many common aims and objectives that the Highway and Transport Strategy will address and the NPA will need to share the outcomes of the consultation on the draft document to enable a coordinated approach to be taken in developing both policy documents.