

Economy, Transport and Environment Department

Traffic Management Policy & Guidance

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Part 1 - Introduction to Traffic Management

Traffic Management Policy & Guidance

Traffic Management measures can include on-street parking controls, speed limits, HGV restrictions, direction signing, traffic calming, movement restrictions and pedestrian crossing facilities.

The Traffic Management Policy and Guidance consists of three parts; Part 1 is an introduction to traffic management, Part 2 outlines policies relating to various traffic management measures, and Part 3 explains those policies in further detail.

This document will be reviewed on an annual basis to ensure that it continues to meet ongoing needs and is up-to-date in respect of legislation, regulations and guidance. Any changes to the policy that may affect the provision of traffic management measures shall be approved by the Executive Member for Environment and Transport.

Detailed information on individual Traffic Management measures together with the criteria for their use can be found in the following policy documents. Additional general guidance, including a number of frequently asked questions, can be found on the County Council's [web site](#).

The County Council is the highway authority for all roads in Hampshire outside of the cities of Portsmouth and Southampton, with the exception of the M3, M27, M271 and A3(M) motorways and the A3, A27, A31, A34, A36 and A303 trunk roads, which are the responsibility of the [Department for Transport's Highways Agency](#).

This policy document applies to all surfaced roads for which the County Council is the highway authority, but it does not apply to Rights of Way. The approach to these is covered in the [Countryside Access Plan](#).

[Hampshire Police](#) are responsible for all moving traffic offences in the county, including speeding, and for offences such as obstruction and contravention of prohibited turns or weight limits. In Hampshire most of the [district and borough councils](#) are responsible for parking enforcement.

Traffic Management Strategy

The Traffic Management Policy and Guidance is one of a series of policy documents that outline how the County Council manages, maintains and is developing transport infrastructure. The County Council's Economy, Transport and Environment Department has set up an organisational structure that reflects the important role traffic management plays in the provision of highway and transport services, as described in Figure 1.

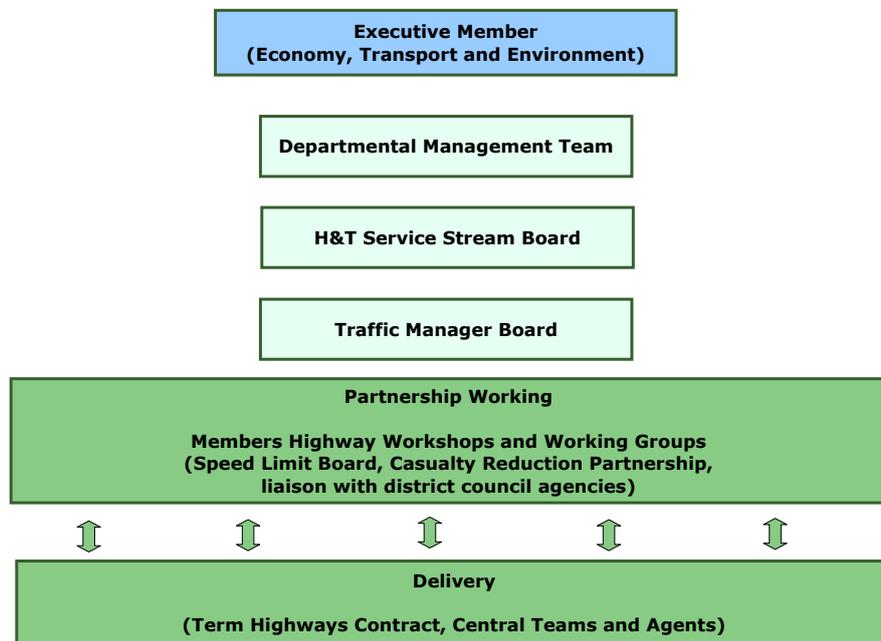


Figure 1: Organisational structure

Managing the highway network is an integral part of the County Council’s Network Management Duty under the Traffic Management Act. This includes maintenance of highway assets, co-ordination of street works and events, enforcement, and managing traffic and congestion.

The Traffic Management Strategy contributes to the delivery of the County Council’s transport policies. This strategy is based on the framework shown schematically in Figure 2. The framework identifies the relationships between traffic management, the influences of corporate and national drivers and internally, the Department Delivery Plan and Transport Planning.

For the purposes of this document, Traffic Management is the term used to describe how the County Council controls the use of the road network in order to achieve improvements in road safety and efficiency. In Hampshire this is usually achieved by using a range of low cost, high impact measures designed to resolve particular issues.

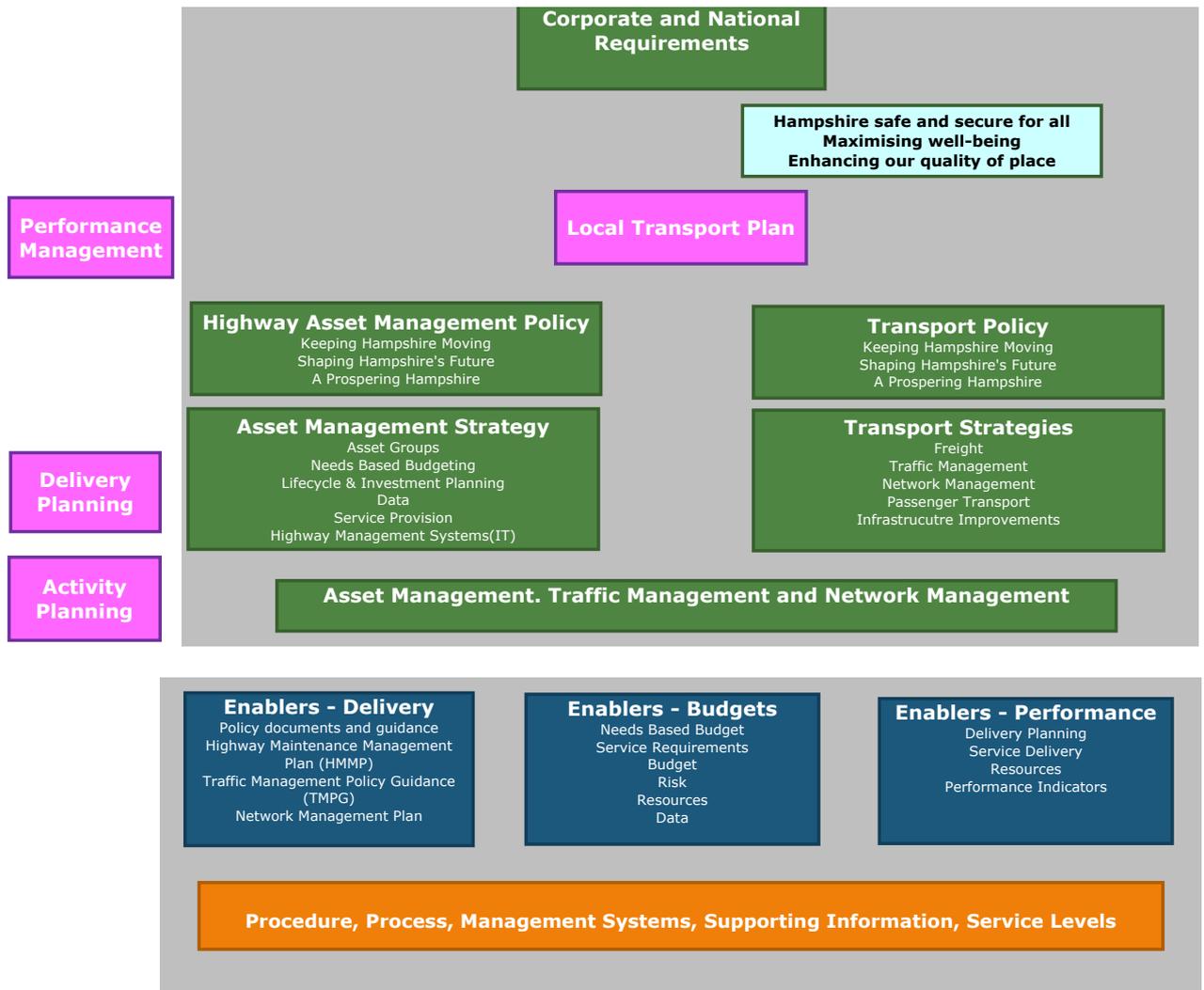


Figure 2: Highway, Traffic and Transport Framework

The County Council receives significant volumes of correspondence requesting new traffic management schemes to be implemented. Potential traffic management measures will be considered if they meet at least one of the following criteria, although priority will be given to locations with a history of accidents:

- **Improve the safety of all road users** – changes that help achieve a reduction in casualties or reduce the potential for injury;
- **Keep traffic moving** – resolving proven congestion hotspots, parking and obstruction issues;
- **Address communities' concerns about traffic-related issues** – addressing issues that have an adverse impact on the quality of life for local residents.

Many traffic issues are reported to the County Council each year. It is not possible for every enquiry to be investigated in detail and acted upon (if deemed necessary) due to the resources and finance available.

The need for traffic management measures is evidence-led. It is necessary to concentrate resources on locations where a problem has been identified through assessments such as traffic speed and flow surveys, accident analysis and origin-destination surveys. Even a request for a new warning sign, for instance, can require a site assessment and a review of accident data in order to determine if a sign is needed.

Accidents resulting in injuries are continually monitored by the County Council's Safety Engineering Team. They maintain a database of personal injury accident records across Hampshire, as supplied by the police. It includes only road accidents which involve personal injury and have been reported to the police.

The personal injury accident data is received from the police on a monthly basis, once it has been validated by them. The validation process normally takes two months to complete. Monitoring of all injury accidents on the county road network is routinely undertaken in order to identify patterns and groupings of accidents that can specifically be treated with remedial engineering measures.

Generally the intervention level for casualty reduction measures is presently four or more injury accidents at a single location, which is reduced to three where accidents with a similar pattern have occurred over a five year period. 'Route studies' are also considered where injury accident patterns exist over longer lengths of road. Where casualty reduction measures have been implemented, these schemes are then monitored over a number of years to monitor and determine their effectiveness. Usually where new issues are identified, low cost solutions would be implemented in the first instance and, if necessary, an incremental approach will be adopted if an issue continues to persist and remains unresolved. This may lead to major improvements being made, which would normally only be considered once potential low cost solutions are exhausted.

The annual casualty reduction programme generally consists of a number of sub programmes.

- Casualty Reduction Partnership, which investigates all fatal and potentially fatal accidents that occur on County Council maintained roads with the police and district councils with traffic management Agency Agreements;
- Low cost schemes using measures such as signing, road markings, bollards, high friction surfacing and vehicle activated signs;
- Carriageway surface treatment, which includes surface dressing, resurfacing and retexturing works to improve the skidding resistance of the carriageway surface for roads with a higher than average proportion of accidents that have occurred in the wet (in accordance with the County Council's approach to skid resistance);
- Capital safety audit programme, which maintains the many safety schemes across the county;
- Major safety schemes such as the introduction of traffic signals, new roundabouts or major junction alterations are only generally considered if

other measures have proved unsuccessful and depend upon the availability of funding.

Requests for signs, road markings or bollards will be investigated by the district council (where an Agency Agreement operates – see below) or the County Council as the enquiries are received. It is not always possible to give an immediate answer to requests due to the volume of enquiries that are submitted, but the person or organisation that has made the enquiry will be given an indication as to when their request or concern will be investigated if this cannot be done within six to eight weeks.

Requests for traffic controls and measures that require engineering works require more detailed investigation and generally can only be dealt with under the annual Traffic Management Programme, which has an allocated budget. A limited number of these issues can be investigated and measures implemented (where appropriate) each year under this programme. There is a Traffic Management Programme for each of the 11 district areas. A selection of potential investigations and schemes will be put forward to Members once a year for their consideration. The potential schemes will be prioritised, based on criteria including the injury accident history of the location, whether the potential scheme benefits vulnerable road users, and the level of local support. This information aids Members, who will shortlist a selection of these potential investigations/schemes for the following year's Traffic Management Programme. An alternative method of selecting potential investigations/schemes may be used where the funding is from an alternative County Council budget.

District Council Traffic Management Agencies

An Agency Agreement operates in most of the districts, whereby the district councils act on the County Council's behalf as its agent for certain traffic management functions. This usually relates to parking restrictions, new signs and some movement restrictions. In this policy document where reference is made to the County Council it also includes the district councils within the scope of their Traffic Management Agency Agreement.

Legislation and the Legal Framework

Hampshire County Council as the Highway Authority has a statutory responsibility for the maintenance and management of all highways maintainable at public expense within the county. This excludes roads in Southampton and Portsmouth, both of which are Unitary Authorities, and motorways and trunk roads for which the Secretary of State for Transport is the Highway Authority.

There are a number of statutes that enable Highway Authorities to manage the highway, the more important of which are listed below. The legislation affecting traffic management policy and decision making are covered in a number of separate Acts and although the list below is not exhaustive it is comprehensive.

- Cycle Tracks Act 1984
 - Powers to convert a footpath to a cycle track.

- Equality Act 2010
 - Ensuring that consideration is given to all groups or individuals without discrimination. Further information on Hampshire's approach can be found on <http://www3.hants.gov.uk/equality.htm>
- Highways Act 1980
 - Powers to make Gating Orders to restrict public rights of way in respect of a highway that is facilitating high and persistent levels of crime and anti-social behaviour.
- The National Park Act 1947 & the National Park and Access to Countryside Act 1949
 - Imposes a duty on any public organisation working in a National Park to have regard to the purposes of a National Park.
- Road Traffic Act 1988
 - Imposes a duty to promote road safety; to carry out accident studies and take appropriate measures to prevent such accidents, and take appropriate action to reduce the possibility of accidents on new roads.
- Road Traffic Regulation Act 1984
 - Gives the highway authority powers to restrict or regulate traffic;
 - Includes the power to erect signs, implement speed limits, parking restrictions, movement restrictions, provision of crossings and to place bollards or other obstructions;
 - Powers to make temporary traffic restrictions.
- Traffic Management Act 2004
 - Imposes a duty on the highway authority to manage the network and to maintain the expeditious movement of traffic by eliminating or reducing disruption;
 - Powers to undertake Civil Parking Enforcement.
- The Transport Act 2000
 - Enables Highway Authorities to designate Quiet Lanes and Home Zones.

There are a number of Statutory Instruments affecting traffic management including:

- Highways (Road Hump) Regulations 1999
- Highways (Traffic Calming) Regulations 1999
- Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996
- The Quiet Lanes and Homes Zones (England) Regulations 2006
- Road Traffic (Temporary Restrictions) Procedure Regulations 2002
- Traffic Signs Regulations and General Directions 2002
- Zebra, Pelican and Puffin Pedestrian Crossing Regulations and General Directions 1997

Other Influences on Traffic Management

In addition to the legislative requirements placed on the Authority, there are a number of internal and external documents which provide guidance on traffic management, including:

- The Department for Transport's Traffic Signs Manual, Traffic Advisory Leaflets, Local Transport Notes and Circulars
- Published guidance from the Chartered Institution of Highways and Transportation and the Institute of Highway Engineers
- Manual for Streets and Manual for Streets 2
- Transportation and landscape strategies produced by the two National Parks and the Areas of Outstanding Natural Beauty within the county
- And other Hampshire County Council documents, including:
 - Highway Maintenance Management Plan;
 - Local Transport Plan;
 - Network Management Plan;
 - Hampshire County Council companion document to The Manual for Streets;
 - Catalogue of Standard Construction Details;
 - Hampshire County Council Countryside Access Plan.

Hampshire has two National Park Authorities operating within the County; the South Downs National Park Authority and the New Forest National Park Authority. To ensure that the highway network is managed appropriately in these areas and that suitable traffic management solutions are implemented, close liaison between the Authorities is a high priority.

Policies and Supporting Information

This is Hampshire County Council's list of traffic management-related policies. Each policy provides a statement of intent and also links to any available supporting documentation. In addition the policies will identify any minimum service standards that apply and provide links to standard forms and guidance as appropriate. The policies also apply to any appointed agent acting on the County Council's behalf.

List of Policies

Traffic Regulation Orders

The implementation of traffic controls which require a Traffic Regulation Order.

Speed limits

How the County Council reviews speed limits and what is taken into account when speed limits are set.

Traffic signs and road markings

Principles of how and when signs and road markings are used. Includes tourist direction signs.

Parking restrictions

The use of parking controls and stopping restrictions.

Movement restrictions

Controls on the movement of traffic such as banned turns, HGV restrictions, bus priority measures and one way streets.

Road classification

The relevance of road classifications and how they are set.

Pedestrian and cycle crossings

The provision of crossings such as refuge islands, zebra crossings and signal controlled crossings.

Traffic calming

The use of physical speed reducing measures such as build-outs, pinch points and road humps, and visual methods such as coloured surfacing.

Part 2 -Traffic Management Policies & Guidance

TM1: Traffic Regulation Orders

- *Permanent and experimental Traffic Regulation Orders*

TM2: Speed limits

- *Enforcement*
- *Permanent and temporary speed limits*
- *Advisory speed limits*

TM3: Traffic signs and road markings

- *Warning, regulatory and direction signs*
- *Tourist and Neighbourhood Watch signs*
- *Vehicle Activated Signs*
- *Road markings*
- *Bollards and verge marker posts*

TM4: Parking restrictions

- *Enforcement*
- *Yellow lines, HGV waiting, loading and clearways*
- *Time limited parking and on-street parking charges*
- *Residents' parking schemes*
- *Disabled parking bays*
- *Access Protection Markings*

TM5: Movement restrictions

- *Enforcement*
- *Bus lanes and other bus priority measures*
- *HGV restrictions, width and weight limits*
- *Banned turns and one way restrictions*
- *Road closures, restricted access and Gating Orders*
- *Quiet Lanes, Home Zones, Pedestrian Zones and Yellow Box Junctions*

TM6: Road classifications

- *Classification and primary routes*
- *Re-classification assessment*

TM7: Pedestrian and cycle crossings

- *Informal crossing points and pedestrian refuge islands*
- *Zebra, Pelican, Puffin and Toucan crossings*

TM8: Traffic calming

- *Road humps*
- *Road narrowings (including chicanes and pinch points)*
- *Coloured road surfacing and 'gateway' treatments*

Policy TM1 – Traffic Regulation Orders

Introduction

The majority of traffic controls and restrictions that can be applied to the highway require the making of a Traffic Regulation Order (TRO). This policy sets out when it may be appropriate to use a TRO. A separate procedure will apply to temporary TROs.

The potential benefits of introducing a TRO, such as improvements to safety and traffic flow, enhancing the environment, reducing the impact of traffic and minimising the need for capital investment, should be weighed against the cost of designing, consulting, implementing and enforcing it.

The process for implementing a TRO is largely dependent upon a statutory procedure. It should be noted that the implementation of a TRO is dependent upon the outcome of the consultation carried out as part of the process.

Policy Statement

Hampshire County Council shall make TROs to promote the safe and efficient movement of traffic.

Scope of the Policy

This policy applies to all permanent and experimental TROs made by or on behalf of the County Council.

The following sections of the Road Traffic Regulation Act 1984 define the various traffic controls that can be used (which require a TRO):

Road Traffic Regulation Act 1984

Sections 1, 2 and 4	Prohibition and restriction of waiting, one way streets, prohibition of entry and left or right turns, or other specified movements
Sections 9 and 10	Experimental TROs
Sections 14, 15 and 16	Temporary TROs
Section 19	Public Service Vehicle Orders
Sections 32 and 35	Provision of parking places on roads without payment
Sections 32, 35, 45, 46, 49, 51 and 53	Provision and regulation of parking places on road with payment.
Sections 46, 46A, 49, 51, 53 and 55	Regulation of designated parking places
Section 61	Loading areas (off the highway)
Sections 81, 82, 83, 84 and 85	Speed limits

Additional Information

In addition to the statutory procedure for consulting on and implementing a TRO (the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations), the County Council will inform the relevant District, Town or Parish Council. It shall also consult the County Member and relevant interest groups where the proposed restriction may have a significant impact, before the TRO is formally advertised for public comment.

Further details of the County Council's use of and approach to implementing TROs can be found in the [Supporting Information](#) section for Policy TM1.

Policy TM2 – Speed limits

Introduction

Highway authorities can set local speed limits in order to take account of local conditions. However, speed limits are only one element of speed management and are more likely to be effective in terms of delivering a safer environment for all road users when they are part of a package of other measures including engineering, education, training and enforcement.

The key objective of the County Council's policy on speed limits is to ensure consistency in the setting of speed limits in Hampshire and with other highway authorities. The underlying aim is that speed limits should be set at a level which reflects the function and geometry of the road and takes account of the needs of all road users.

Policy Statement

The County Council shall assess and set speed limits in accordance with national guidance issued by the Department for Transport.

Scope of the Policy

This policy applies to all mandatory and advisory speed limits.

The following legislation relates to the implementation and amendment of speed limits:

Road Traffic Regulation Act 1984

Section 14	To impose a temporary speed limit to allow for safe working on the highway or prevent danger to the public
Section 81	General direction for restricted road speed limit of 30 mph
Sections 82 and 83	To impose and remove restricted road status
Section 84	To impose or revoke speed limits other than restricted road. Includes 20 mph limits
Section 85	Placing of speed limit signs

Additional Information

Details of how speed limits are assessed and information on when various types of speed limits will be considered are contained in the [Supporting Information](#) section for Policy TM2.

Policy TM3 – Traffic signs, road markings and bollards

Introduction

Road signing is an integral part of any modern highway and the County Council has statutory responsibilities for signing in connection with regulating traffic and promoting highway safety.

Signs and road markings are necessary to provide information and guidance for road users and to enable highway authorities to control traffic efficiently and safely. Highway authorities have a considerable amount of discretion as to when and where signs are used, although there are relatively strict regulations governing when signs and road markings are used to inform drivers of restrictions and prohibitions.

The design and content of signs and road markings is also regulated, and therefore only those prescribed in the Traffic Signs Regulations and General Directions (a statutory instrument) or those authorised by the Secretary of State can be used on the highway. This is to ensure there is consistency across the country and so that signs/markings can be easily understood by road users.

Policy Statement

The County Council has powers to erect signs and provide road markings, and it shall do so as appropriate in accordance with Department for Transport guidelines.

Scope of the Policy

The policy shall apply to all permanent signs and road markings used on the highway, with the exception of traffic signals, which are considered on a site-specific basis. Unauthorised signs on the highway are covered by the Highway Maintenance Management Plan.

The following legislation relates to the placing of traffic signs and road markings:

Road Traffic Regulation Act 1984

Section 64	General placement of traffic signs
Section 65	Powers and duties of highway authorities as to the placing of traffic signs
Section 68	Placing of signs in connection with the exercise of other powers
Section 85	Placing of speed limit signs

Additional Information

The visual impact of new signs, road markings and bollards will be considered before they are erected, and this will also be taken into account before such existing items are replaced as part of routine maintenance.

There are a wide variety of signs and road markings covering different purposes. Specific guidance on how these should be used, including specific criteria for tourist direction signs, is detailed in the [Supporting Information](#) section for Policy TM3.

Policy TM4 – Parking restrictions

Introduction

The parking of vehicles is one of the most commonly reported traffic management issues, particularly in the more built-up areas of the county. Typical problems include inconsiderately parked vehicles causing an obstruction or restricting visibility, and residents competing with shoppers or commuters for on-street parking space.

A range of measures are available which prohibit parking, limit the amount of time for parking or restrict the type of users or vehicles that can park in designated places. Most of these measures require a Traffic Regulation Order.

A number of factors are taken into account when considering whether parking restrictions are required, such as how it affects safety, if the restrictions will displace parking onto somewhere else, the impact on local residents or businesses, what level of enforcement will be required and whether the overall cost of promoting the restriction is justified.

Civil Parking Enforcement operates in all the district council areas, except Gosport. In these areas the County Council is the on-street parking enforcement authority, although the district councils undertake the enforcement on behalf of the County Council. Civil Enforcement Officers carry out enforcement in these areas as opposed to the police.

Policy Statement

The County Council shall consider on-street parking restrictions where an ongoing parking problem has been identified, where a restriction is likely to resolve the situation and if no other measures are available for resolving the matter.

Scope of the Policy

This policy relates to on-street parking. The majority of off-street car parks in the county are operated by the district councils or private companies.

The following legislation relates to the implementation and amendment of parking restrictions:

Road Traffic Regulation Act 1984

Sections 1, 2 and 4	General provisions
Sections 9 and 10	Experimental TROs
Sections 14, 15 and 16	Temporary TROs
Section 19	Public Service Vehicle Orders – installation of bus stands and regulating waiting times
Sections 32 and 35	Provision of parking places on roads without payment, including disabled persons' parking places
Sections 32, 35, 45, 46, 49, 51 and 53	Provision and regulation of parking places on road with payment

Additional Information

There are a wide variety of parking restrictions that can be applied to roads. It is not possible to provide detailed guidance as to the circumstances when each type of restriction can be used. This policy is intended to outline the general conditions as to when the use of parking restrictions in principle are appropriate.

There are specific requirements for the provision of disabled parking bays, residents parking schemes and access protection markings, which must be met before these particular measures can be considered.

Further details about the situations in which parking restrictions will be considered are outlined in the [Supporting Information](#) for Policy TM4.

Policy TM5 – Movement restrictions

Introduction

In order to facilitate the safe and efficient movement of traffic it may be necessary to restrict certain vehicle manoeuvres or prohibit particular classes of vehicle. The need for these controls may change over time due to increasing traffic flow, new developments or safety concerns.

The use of movement restrictions will inevitably disadvantage some road users, but they may be needed to bring about a wider benefit. For instance, this may be in terms of a safety improvement in the immediate vicinity of the restriction or to support a wider objective of improving access to public transport.

Policy Statement

Hampshire County Council shall manage and restrict the movement of traffic as necessary in order to enhance safety, to improve traffic flow, or to protect the character/environment of an area.

The use of these restrictions will be in accordance with prescribed regulations and guidance issued by the Department for Transport.

Scope of the Policy

This policy shall apply to all movement restrictions listed in the [Supporting Information](#) section. It does not apply to the use of these restrictions in temporary situations.

The following legislation relates to the implementation and amendment of restrictions to movement on the highway:

Highways Act 1980

Sections 129 A-G	Gating Orders
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Road Traffic Regulation Act 1984

Sections 1, 2 and 4	General provisions
Sections 9 and 10	Experimental TROs
Sections 14, 15 and 16	Temporary TROs including road closures and temporary speed limits
Section 19	Public Service Vehicle Orders – installation of bus stands and regulating waiting times
Section 92	The placing of bollards or other obstructions to give effect to an order made under sections 1 and 9 of the Act

Transport Act 2000

Section 268

Quiet Lanes and Home Zones

Additional Information

Details on how the most commonly used movement restrictions shall be applied are provided in the [Supporting Information](#) section for Policy TM5.

District councils can also make Orders for temporary road closures/diversions for special events on roads (such as carnivals) under Section 21 of the Town Police Clauses Act 1847.

Policy TM6 – Road classifications

Introduction

The classification of a road serves a number of purposes, from being a guide to drivers following signs or a map as to what is an appropriate route between locations, to influencing the frequency of maintenance inspections.

The purpose of this policy is to explain the circumstances in which a change to the classification of a road may be considered. Altering the classification of one road could have an impact on the overall county road network, amongst other implications.

Road classifications in Hampshire are generally well established and suited to the function of the road. Over time the function of a road may change which could lead to its classification being reassessed. This will usually be due to the construction of a new road for through traffic, although major changes in traffic flow on the road in question or on other parts of the network may justify reclassification.

Changes in traffic flow over time will not of itself justify reclassifying a road since traffic volumes are expected to increase across the network. Other factors will be taken into account such as the suitability of alternative routes for through traffic, the impact on maintenance and the effects on the continuity of routes, particularly those that cross boundaries with other highway authorities.

Policy Statement

The County Council will set road classifications that are appropriate to the function of the road and in accordance with national guidance issued by the Department for Transport.

Scope of the Policy

This policy shall apply to all county roads in Hampshire.

The Secretary of State has ultimate legal responsibility over road classifications, although the County Council can make a decision to reclassify a road and only needs to notify the Department for Transport. Neighbouring highway authorities or members of the public who dispute the changes and are concerned about the County Council's decision may appeal to the Secretary of State. Guidance from the Department for Transport states that the appeals process is intended to focus on procedural matters such as whether there has been proper consultation, and it is only expected to intervene in cases if the County Council's decision is clearly unreasonable. Further information on this process is available from the [Department for Transport](#).

The following legislation relates to the classification of roads:

Highways Act 1980

Section 12

Classified roads

Additional Information

Full details of factors that will be taken into account when reassessing the classification of a road are provided in the [Supporting Information](#) section for Policy TM6.

Policy TM7 – Pedestrian and cycle crossings

Introduction

There are a variety of measures available to help pedestrians and cyclists to cross the road. In the first instance it is necessary to determine whether a crossing facility is justified in terms of the number of pedestrians/cyclists wishing to cross and also the level of difficulty in crossing the road.

In addition to this, the type of crossing facility available for use will depend upon the characteristics and geometry of the road. For example, a road may not be wide enough to accommodate a pedestrian refuge island, or the desired location for a signal controlled crossing may not be suitable because the visibility of the traffic signals might not be good enough for approaching drivers to stop safely in time.

There is also a significant range in the cost of crossing facilities, from around one thousand pounds for an informal crossing point marked with bollards and dropped kerbs, to tens of thousands of pounds for a signal controlled crossing, plus ongoing maintenance costs.

These are all factors that need to be considered and form part of the County Council's approach to the provision of crossing facilities.

Policy Statement

The County Council shall consider the provision of crossing facilities based upon the level of demand for and difficulty in crossing a road at a particular location, its effect on the safety of all road users, the physical constraints of the location to enable a crossing to operate safely and effectively, and its impact on traffic flow.

Scope of the Policy

This policy applies to all permanent crossing facilities.

The following legislation relates to the provision of pedestrian crossings:

Road Traffic Regulation Act 1984

Section 23

Pedestrian crossings

Additional Information

The level of difficulty in crossing the road shall be assessed by means of a pedestrian/cyclist and vehicle survey in respect of all signal controlled and zebra crossings and may be used in the assessment of other types of crossing facilities.

Details of this and the various types of crossing facilities and the circumstances in which they will be considered are set out in the [Supporting Information](#) for Policy TM7.

Policy TM8 – Traffic calming

Introduction

Traffic calming covers a wide range of measures which are aimed at slowing traffic, deterring through traffic, or both of these objectives. This policy covers the use of these measures in Hampshire.

Policy Statement

The County Council shall consider the use of appropriate traffic calming measures in support of objectives aimed at reducing injury accidents, to reduce the impact of traffic in residential areas or locations where there is a high volume of vulnerable road users, or to protect the special character of environmentally sensitive and conservation areas.

Scope of the Policy

This policy applies to all traffic calming measures as covered in the Highways (Traffic Calming) and Highways (Road Hump) Regulations, as well as the use of coloured road surfacing for the purpose of drawing attention to a particular part of the road or a hazard as opposed to the use of coloured surfacing for skid resistance.

The following legislation relates to the provision of traffic calming measures:

Highways Act 1980

Sections 90G, 90H, 90I	Power to carry out traffic calming works
Sections 90A, 90C, 90D, 90E and 90F	Road humps

Additional Information

Further guidance on the type of traffic calming measures available and the circumstances in which they may be suitable can be found in the [Supporting Information](#) section for Policy TM8.

Part 3 - Supporting information

Introduction

Supporting information

The policies in the main document are a formal, approved set of statements with which Hampshire County Council as the Highway Authority will comply. It is realised that these statements are brief and provide limited information to the public. The section on supporting information is designed to answer any questions and provide a better illustration of what the policy covers.

Service standards

These apply to some of the Traffic Management policies and the individual activities within those policies. These standards may be in the form of a set of actions that the County Council is committed to or specific response times which represent the minimum standard that the County Council will expect to achieve in normal circumstances.

Policy TM1: Traffic Regulation Orders

Supporting Information

Before a Traffic Regulation Order (TRO) can be considered in any depth it must be seen to meet the following criteria:

- It will have a defined traffic management function and should preferably have other benefits such as a positive environmental impact or help encourage walking, cycling or the use of public transport;
- It would be expected to be largely self-enforcing and not rely solely for their effectiveness on continuous enforcement and, ideally, should automatically command the respect of the majority of the general public;
- The cost of designing, administering and implementing the TRO should not be excessively high in relation to the benefits to be gained.

Procedure for consulting on permanent TROs

The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations set out how TROs should be implemented. It does not define how decisions are taken to go ahead and advertise a proposal nor how any comments from the public are considered and how a decision is made.

The proposed TRO will require the support of the local County Councillor before it can be advertised for public comment. If such support is not available the proposal can be advertised if approval has been given by the Executive Member. The local district council, town or parish council shall be informed of the proposed TRO before it is advertised.

In the event that no objections are received following the public advertisement, the outcome will be reported to a senior officer with delegated authority to approve the implementation of the TRO. If objections are received, a summary of the comments will be reported to the Director of the Economy, Transport and Environment Department for a decision. TROs advertised by a district council on the County Council's behalf shall follow its own procedures for approval.

Procedure for consulting on experimental TROs

The procedure to be followed is similar to that for permanent TROs except that the experimental TRO is implemented at the same time that comments from the public consultation are invited.

An experimental TRO shall require the support of the local County Member or approval from the Executive Member, and the local district and town or parish council shall also be informed of the experiment. Objections are considered in the same way as permanent TROs. The TRO cannot be implemented on a permanent basis without the support of the Local Member or the Executive Member.

TROs promoted by district councils

Where a district council has a Traffic Management Agency and promotes a TRO, it will follow the same procedure as above; however, the process it follows for

considering objections and approval of a TRO may differ. In addition, the district council may include other consultees such as district Members.

Service Standards

Any person or organisation submitting a comment or objection in writing (or by email) by the published closing date in response to a TRO that has been formally advertised through a notice or advertisement will receive an acknowledgement.

Once the closing date for the consultation has passed and a decision has been reached on whether the TRO should be implemented, those who have submitted a comment or objection will receive a letter or email to advise them of the outcome. The decision on whether to implement the TRO is sometimes taken several months after the consultation's closing date.

It will not always be possible to answer every comment made by a person or organisation who has responded to a consultation, particularly when a large number of responses have been received.

The decision of each TRO advertised by the County Council will be published on its website.

Policy TM2: Speed limits

Supporting Information

National speed limits apply to all roads unless a Traffic Order has been put in place to alter that limit. These limits are:

- Built-up areas (with street lighting): 30 mph
- Single carriageway roads (without street lighting): 60 mph
- Dual carriageways: 70 mph
- Motorways: 70 mph

The national speed limits stated above apply to cars and car-derived vans, but they vary according to the type of vehicle. For instance, the speed limit for goods vehicles over 7.5 tonnes is 60 mph on dual carriageways.

Highway authorities can set speed limits on local roads so that the national speed limit does not apply, but it is necessary to produce a Traffic Order to do so and to sign the road accordingly. For example, if an unlit single carriageway road is currently subject to the national 60 mph limit, a Traffic Order must be produced and signs must be erected in order for a 50 mph limit to be introduced. There is a statutory process, including a period of consultation, for producing a Traffic Order. It should be noted that Experimental Traffic Orders cannot be introduced for speed limits.

Speed limits in Hampshire are set in accordance with criteria and guidance developed by the Department for Transport (DfT). The criteria ensure that speed limits are set in a consistent way that drivers understand and which promote road safety.

Speed limits should be evidence-led and self-explaining and seek to reinforce people's assessment of what is a safe speed to travel. They should encourage self-compliance. Drivers have a responsibility to drive carefully and safely, in accordance with the prevailing conditions on any road, which can often mean travelling at speeds considerably lower than the posted maximum limit. A speed limit is not a target speed.

Several factors are taken into account in the assessment of a road or area for a speed limit. These include:

- General character of the road or area
- Type and extent of roadside development
- Traffic composition
- Accident history
- Current traffic speeds
- Suitability for speed enforcement
- The frequency of junctions
- Presence of amenities that attract pedestrians and cyclists
- Environmental impacts such as increased journey times, vehicles emissions, and the visual impact of the signing.

To be effective and influential a speed limit depends on drivers responding to these factors, particularly those with a visual impact. The speed limit should provide a key indication of the nature of the road or area and the activity of motorised and non-motorised road users. In this sense, the speed limit should fit the location so that the majority of drivers keep to the limit with minimal police attention.

Speed limits are most likely to be adhered to where the existing average traffic speeds are close to the proposed speed limit. Where a lower limit is proposed for safety reasons then additional measures may need to be considered to physically control speeds and improve compliance.

In some instances the vast majority of traffic may already be travelling at speeds some way below the posted maximum speed. Such situations usually arise where road geometry or general character of the road naturally constrain vehicle speeds. In these instances there is likely to be little merit or benefit in reducing the speed limit unless other safety concerns are apparent.

Enforcement of speed limits

The County Council provides the legislative framework to introduce a speed limit, by following the Traffic Order process, and by installing the required signs and road markings where appropriate.

Only the police may enforce speed limits. Enforcement of speed limits where speed-related accidents are occurring is likely to be a higher policing priority than in other locations.

Many requests are received by the County Council for additional enforcement, and these are usually directed to the police. The Roads Policing Unit operate a tiered system of speed enforcement running from casualty-led fixed and mobile enforcement coordinated by the Safer Roads Unit through to Community SpeedWatch, which involves trained members of the local community collecting speed data.

Speed Limit Board

The Speed Limit Board is a specialist group consisting of Hampshire County Council and Roads Policing officers. The group meets as and when required and was formed to consider and determine the most suitable speed limits for routes where either traffic management or speed enforcement issues make the setting of a suitable speed limit complex.

Urban Speed Management

Urban roads support a complicated mix of commercial and residential areas and spaces. They must accommodate a range of traffic and travel methods, including non-motorised road users. Most urban roads have a 30 mph speed limit. Higher speed limits may be appropriate on higher quality suburban roads or those on the outskirts of urban areas where there is little development.

In built-up areas, where systems of street lighting exist, the speed limit is always 30 mph, unless signs are in place to advise otherwise. A common request is for additional signs to be erected to remind motorists of the 30 mph speed limit in force.

However, strict signing regulations do not allow 30 mph 'repeater' signs to be erected nor roundel road markings to be placed on roads which have street lighting.

Lower speeds are important for encouraging cyclists and other non-motorised users. Introducing a lower speed limit on its own will not necessarily result in changes to driver behaviour, and other measures may need to be considered to encourage drivers to slow down.

Rural Speed Management

Rural road characteristics often naturally restrict or prevent high vehicle speeds. In rural areas, roads accommodate many community, recreational and local access functions. The characteristics are unique and speed limits, including the national speed limit, take account of the rural geometry, environmental impact and community objectives in and around villages and other rural centres.

If no speed limit signs are observed on a rural road the national speed limit applies, which varies with vehicle type and according to whether the road is a single or dual carriageway. Information on national speed limits can be found on the gov.uk web site. Many rural roads are subject to the national speed limit of 60 mph, some of which are narrow single track lanes. The majority of drivers will not drive at this speed because the geometric characteristics naturally prevent higher speeds. In such cases a lower limit is unlikely to have any benefit. In general, lower limits on rural lanes will only be considered where there have been injury accidents, if the road has an 'A' or 'B' classification and there are properties fronting the road.

The impact of signing can be an important consideration in rural areas when assessing new speed limits, particularly in hamlets and villages with historic buildings and settings. The environmental intrusion of signs has become an increasing concern with various bodies campaigning against sign 'clutter'.

20 mph zones and 20 mph speed limits

Formal 20 mph restrictions can be implemented in two ways:

(i) 20mph zones:

These are generally restricted to groups of roads within residential areas and shopping streets with high pedestrian activity and a poor safety record. A zone is generally only signed at the entry points although occasional use of speed limit repeater signs and markings is also permitted. Zones should be designed to be self-enforcing, requiring minimal police attention. Traffic calming and road layout are intended to control traffic speeds to stay below this maximum speed limit. For this reason zones are not promoted where existing traffic speeds are substantially higher than 20 mph.

Incorporating physical traffic calming in 20 mph zones, to maintain low vehicle speeds, makes their introduction costly and only practical in more urban areas where the greatest benefits can be achieved. Therefore locations with proven road safety issues that involve pedestrians and other vulnerable road users may be valid areas for consideration. Zones do not generally include main roads or strategic routes. The environmental issues relating to noise, congestion and air quality have to be assessed when considering a 20 mph zone.

(ii) 20 mph speed limits:

These can be applied to individual roads or to larger areas. They are not usually suitable for main roads with high traffic volumes or strategic routes. These factors must be considered in relation to slower traffic speeds. 20 mph limits rely on traffic speeds being already at or below that speed (generally at or below 24 mph), and repeater signs are erected to remind motorists of the restriction throughout the length of the road affected.

Advisory 20 mph limits outside schools

20 mph limits are often requested outside schools, the expectation being that it is a suitable way of improving safety in the vicinity. However, any speed limit has to apply at all times of the day and every day, therefore it is usually unsuitable beyond the school arrival or departure times, when traffic is not impeded by the school activities, and not forced to slow down.

Advisory 20 mph speed limits, which operate when school Flashing Amber Lights show, can be used to overcome this problem. The signs only operate for a short time either side of the school start and finish times and they can be implemented at relatively low cost given that there is no need for a Traffic Order.

The use of these signs will be considered on a case by case basis, since they will not be appropriate at every school. For instance, the signs and accompanying Flashing Amber Lights cannot be positioned close to existing traffic signals or zebra crossings because of potential confusion to drivers. The signs are likely to be more appropriate on roads carrying through traffic rather than local residential roads, but only if the alignment and character of the road means it is likely that the advisory limit will be observed by drivers.

Residential 20 Pilot Programme

This initiative has been developed to address the issue of community concerns associated with excessive vehicle speed in clearly defined residential areas. The programme consists of the implementation of a number of 20 mph restrictions, introduced as conventional speed limits reliant on signs and road markings only, in areas where the character of the roads naturally lends itself to a lower limit. The new limits have been supplemented with a publicity campaign intended to help promote acceptable levels of compliance but where this is still poor, residents have been encouraged to set up Community SpeedWatch groups.

Further residential areas may be considered under this programme depending on the outcome of the pilot schemes.

30 mph speed limits

30 mph speed limits are common in built-up areas such as city and town streets, and residential areas.

The Village 30 project provided an opportunity for any village in Hampshire to make a bid for a 30 mph speed limit where 20 or more fronting properties existed within a 600 metre length of road. This resulted in around 130 villages throughout the county being provided with new 30 mph speed limits, changes which are considered to have

improved community life and enhanced safety for all road users. This project is now complete and any new requests for speed limits must be individually assessed and prioritised. 30 mph limits will not generally be provided in roads that do not meet the aforementioned fronting properties criteria (unless there is a particular accident history that cannot be addressed by other means). This is to help maintain drivers' association of 30 mph limits with built-up areas.

The combination of visible road geometry and local features such as junctions, limited forward visibility, pedestrian crossings, schools, recreation grounds and public amenities, as well as the pedestrian, cyclist and equestrian activity, can help support the need for a lower level speed limit. However, other important assessment criteria involve the accident history and current vehicle speeds. Locations with higher numbers of recorded injury accidents and vehicle speeds which are already close to or below a proposed speed limit are usually given higher priority.

It should be noted that where a system of street lighting exists the use of speed limit repeater signing is strictly prohibited by legislation. The street lighting alone indicates to drivers that they are within a 30 mph speed limit.

40 mph speed limits

40 mph speed limits are used in areas where the road geometry, local features, amenities and traffic composition are of a less restricting layout and dimension. The roadside development may be set back or segregated from the road and be of a lesser density than that expected for a 30 mph speed limit, with a traffic composition that includes a reasonable level of non-motorised road users. The road geometry typically includes features such as junctions, bends and private accesses, but not to the same extent as roads with 30 mph limits.

50 mph speed limits

A higher level 50 mph speed limit can be applied to higher standard roads in lightly developed areas, which are often rural. These routes generally accommodate few pedestrians and cyclists, but the geometry may include junctions, bends, private accesses and local amenities or attractions that generate traffic movements, often including agricultural activities.

Derestricted speed limits

Roads that do not have street lighting or other signed speed limits are subject to the national derestricted limit. The maximum speed for cars on such roads is 60 mph on single carriageways and 70 mph on dual carriageways, but this varies for other vehicle types and those that are towing. This limit is in place in many rural lanes. Lower limits may be considered within such roads that pass through a defined cluster of residential properties.

Temporary speed limits

A temporary speed limit, which requires a Temporary Traffic Regulation Order, is most commonly used in conjunction with road works for the safety of those working on the road as well as for the safety of other road users, particularly when there is limited space available for carrying out the works. They may also be introduced to deal with an emergency situation. Temporary speed limits should be used in

conjunction with other temporary measures such as coning to produce chicanes or traffic control.

'A' and 'B' Road Speed Limit Review

In 2006 the Department for Transport stated that every 'A' and 'B' class road should be reviewed to check that any speed limits applied are still the most suitable. In some locations there may have been changes in roadside development which has generated more local activity, or new road layouts may have been constructed. Accident rates have also been considered. This major review has been completed and a [report](#) which contains recommendations and details of proposed speed limits changes is available.

Given the extent of this work, further changes to limits on 'A' and 'B' class roads will not generally be considered unless there is a significant material change relating to development, use of the road or injury accident rates.

Speed Limit Reminder Signs

To help in locations where traffic speeds are a local concern, and police enforcement cannot be as frequent as desired, the County Council can assist Parish and Town Councils by advising on the purchase and approving the use of portable 'speed limit reminder signs'. These signs, which are used on a temporary basis, flash the existing speed limit when an approaching vehicle exceeds a configurable trigger speed. Further information is provided in Policy TM3.

Policy TM3: Traffic signs, road markings and bollards

Supporting Information

Signs and road markings are an essential part of managing traffic, warning road users of hazards and providing information. It is important that they are used properly and only when required to ensure drivers understand what they mean and so that the signs do not lose their impact.

The design, location and number of signs to be used is determined by the Traffic Signs Regulations and General Directions in some instances, and through guidance in the Traffic Signs Manual in others. The size of a sign and its position is affected by many factors, including the speed of traffic, how far it is from a hazard or where it is in relation to the start of a restriction. Only signs and markings provided in the regulations or through approval from the Secretary of State can be used on the highway.

The County Council has powers under the Highways Act to remove unauthorised signs from the highway. Further details can be found in the Highway Maintenance Management Plan.

The following information gives details about some of the various signs and road markings available and outlines how they should be used.

Minimising sign clutter

Signs and road markings can help motorists negotiate increasingly busy and complicated road systems, providing destination guidance and advising of access restrictions, which in turn help make the most effective use of roads. As traffic has increased there has been a greater use of signs and road markings. Significant improvements to the safety of a road can also be achieved through the use of suitable low cost sign and road marking schemes.

Signs and markings can have an adverse effect on the appearance of a street or landscape, and this should be considered when new signs, markings or bollards are being installed. This is particularly important in the National Parks and Areas of Outstanding Natural Beauty. The information in Policy TM3 has been developed through liaison with the Campaign to Protect Rural England. It gives guidance on the use of specific types of signs and markings, taking account of their visual impact. The following general principles also apply:

- Yellow backing boards should only be used for school warning signs, at locations with a history of accidents or where a busy or dark background/overhanging trees makes it difficult to see the sign. Existing signs with such backing boards in other locations will be retained but reviewed when they are due for replacement;
- Grey backing boards can be used to highlight the start of a speed limit or other restriction where compliance is poor or at locations where the sign will not stand out because of the background. It may be more appropriate to use a larger size sign without a backing board;

- Fluorescent yellow backing boards should only be used at locations where there has been a pattern or cluster of injury accidents as part of an accident reduction scheme;
- Red coloured road surfacing should not be used in Areas of Outstanding Natural Beauty, the National Parks or in conservation areas, except as part of accident reduction schemes or for safety-related reasons;
- Attempts should always be made to attach signs to suitable existing street furniture rather than erect a new post. Where posts are used, it may be more appropriate to mount several signs on the same assembly rather than individual posts (except for tourist signs, where it can be advantageous to mount them separately due to businesses changing over time);
- Signs attached to lamp columns will not be greater in area than 0.3m² in order to prevent damage to the column, unless the column has been specially manufactured to take greater loads;
- The top edge of signs should be flush with the top of the post they are attached to. Posts protruding above signs can look unsightly;
- The smallest appropriate x height text size should be used, taking account of the speed of traffic and general visibility;
- Where a need for passively safe sign posts has been identified (such as on a high speed road), the product with the least visual impact on the surroundings should be used in rural and conservation areas;
- Obsolete/redundant signs and posts should be taken down when other traffic management schemes are being implemented in the locality;
- The minimum number of posts should be used to mount a sign, subject to constraints such as wind load, foundations and passive safety guidelines;
- Black sign posts should be used in conservation areas if appropriate;
- Cantilever sign post brackets should be used, where possible, when mounting large signs above footways, to minimise the impact of the sign and help keep a clear space for pedestrians;
- Some solar powered illuminated signs require large solar panels. These are unlikely to be appropriate for use in sensitive areas due to their visual impact. However, they may be necessary for Vehicle Activated Signs at sites where there has been a history of injury accidents if there is no source of mains power nearby;
- If at all possible, signs should be located so they are not immediately in front of the window of a residential property nor located in front of an historic or locally important building, monument or structure in such a way that would detract from its appearance;
- Signs should be positioned such that they do not present a hazard for pedestrians, cyclists or horse riders passing alongside or beneath the sign.

In addition to this, when existing signs are being replaced as part of routine maintenance, the need for the sign will be considered together with its content and size.

Regulatory signs and warning signs

Regulatory signing is used to give effect to a Traffic Regulation Order, although not all regulatory signs require a TRO. If the signing is deficient, the TRO may not be enforceable. In the past it was necessary for many regulatory signs to be provided in

pairs at the start of the restriction, but changes to the Traffic Signs Regulations and General Directions mean this is no longer a requirement (except for speed limits in some circumstances). However, in addition to statutory requirements and guidance, the primary concern when determining how many and where regulatory signs should be positioned will relate to how clear they are to road users to enable them to understand and be aware of the restriction.

Warning signs are important for drawing attention to hazards that may not be apparent. Even drivers who are familiar with a road may need to be reminded of the severity of a bend, for instance. The presence of a hazard does not necessarily mean that a sign should be provided, and the need for such signs is assessed on a site by site basis.

Although the visual impact of high visibility warning signs and road markings can be quite severe, the results in terms of accident savings are significant. There is, however, a need for careful targeting of warning signs to ensure that the effect of such signs is not diminished by general over-use.

The Traffic Signs Manual will be used when assessing the need for and locating regulatory and warning signs. However, the following factors should also be taken into account:

- Where new movement restrictions are implemented, consideration should be given to only providing a single terminal sign except where it is assessed that two signs are needed to ensure drivers are aware of the restriction (this is particularly important for 'no entry' and 'one way' signage);
- It may not be necessary to provide 'keep left' signs on pedestrian refuge or splitter islands on roads where speeds are relatively low, if the island is clearly visible and if it is unlikely that traffic will pass it on the wrong side;
- Regulatory signs for cycle routes on footways and footpaths do not usually need to be seen by drivers and therefore smaller variants of these signs will generally be appropriate, which will be less visually intrusive. Consideration should be given to fixing the signs to bollards or low level posts;
- There may be no need for a separate roundabout warning sign if a map-type advance direction sign is in place, except in cases of limited visibility, unusual layouts or high speed approaches;
- Although it is not a requirement to provide vehicle height warning signs in both imperial and metric units, when existing imperial signs are replaced as part of routine maintenance, the new signs shall display both units in order to aid driver understanding and reduce the risk of bridge strikes by over-height vehicles;
- The distinctive circular or triangular shape of regulatory and warning signs, which can give instant meaning to road users, may be lost if grey or yellow backing boards are used. Backing boards should only be used if necessary to draw attention to the sign, where background scenery/buildings makes the sign difficult to see or at locations with a history of injury accidents.

School 'Flashing Amber Lights'

On the main approaches to a school, flashing amber lights may be provided in combination with school warning signs, which operate at the start and end of the

school day. These are not provided at every school but may be considered in the following circumstances:

- If the main pedestrian entrances to the school are on roads with speed limits above 30 mph or 85th percentile speeds of traffic are above 35 mph in the vicinity of the school at the start or end of the school day;
- If the school is not visible from the road and it may not be apparent to drivers passing through that a school is located there;
- If the flashing amber lights can be installed so that they would not be close to a zebra crossing or signal controlled crossing/traffic signals, which could cause confusion to drivers.

In some instances an advisory 20 mph limit can be introduced outside schools, which apply when flashing amber lights are in operation. Further details on this can be found under Policy TM2.

School warning signs and flashing amber lights are not intended for use outside pre-schools, nurseries or playgroups because children attending these facilities will be much more closely supervised compared to older children attending primary schools, where the signs are used. The warning signs may be used at secondary schools and colleges.

Direction signs and other information signs

As well as guiding unfamiliar road users to destinations, direction signs are an important tool for encouraging traffic to use the most appropriate routes. There is a limit to how much information a driver can read and process when approaching a sign, particularly at higher speeds, which means the number of destinations on direction signs is limited.

Boundary signs are provided on the county boundary, at district boundaries and on the entries to towns and villages. The County Council will provide standard variants of these signs but where more elaborate designs are requested (which must be in accordance with regulations) they may need to be funded by the local district, town or parish council.

The following factors should be taken into account when considering the use of direction and information signs:

- Traditional cast fingerpost signs will be retained. Replacing modern direction signs with new fingerpost signs in the traditional style may be considered in some rural locations if funding is available, if they are not on an 'A' or 'B' class road, if traffic speeds are low, or if a site assessment does not identify any safety concerns;
- Grey backing boards are sometimes necessary to group together a number of direction signs. However, this can result in a large structure that dominates the street scene. This should be avoided in environmentally sensitive and conservation areas, where it may be more appropriate to use individual flag-type signs;

- In order to help reduce the overall size of the sign, distances on flag-type direction signs will be omitted unless absolutely necessary. This shall not apply to traditional fingerpost signs;
- The number of destinations on new or replacement direction signs may be reduced in order to minimise the size of the sign;
- Local destinations may not need to be signed on 'C' class and unclassified roads that are predominantly used by local traffic, particularly where unfamiliar visitors are likely to be using main roads.

Variable Message Signs (VMS)

VMS use electronic displays to provide information that can be updated manually, remotely or automatically. Permanently sited VMS provide relevant, up-to-date information about incidents, congestion or car park occupancy to drivers en-route. Some VMS include flashing amber lights within the sign face which can be activated to draw attention to particularly important information. Due to their significant cost they are located at strategic locations on the highway network as part of a co-ordinated driver information system.

Vehicle Activated Signs

(i) Permanent Vehicle Activated Signs

These typically display a sign that approaching drivers would recognise from the Highway Code (such as a bend or junction warning sign) or a reminder of the speed limit. Following Department for Transport advice, these signs shall only be used where there is a measured casualty problem and where there are no other suitable engineering measures. The signs are expensive to install and maintain. They require an electricity supply or can be solar powered, depending on the location. Standard static signs should normally accompany permanent vehicle activated signs in case the activated sign fails to work.

(ii) Speed Limit Reminder signs

In order to address local concerns about the speed of traffic, these temporary signs can be deployed on a short-term basis. They display a reminder of the speed limit when an approaching vehicle is travelling above a set threshold. Since the signs are battery powered they can only be used for a short period. In addition to this, they are most effective when used for short periods of time on roads, and therefore should only be used at a single location for two weeks at a time. The signs will generally be prioritised for use on roads where the measured mean speed of traffic is significantly over the speed limit

Most of these signs in Hampshire are owned and/or operated by district, town and parish councils. In order to ensure consistent and safe use of the signs, a separate guidance document gives details of how they should be used.

(iii) Speed Indicator Devices

These temporary signs are used to display various messages or images, reminding drivers of their speed. The use and deployment of these signs shall be the same as for Speed Limit Reminder signs, although they may also be used as part of Community SpeedWatch schemes to enable volunteers to record vehicle speeds.

Tourist signs

The purpose of brown tourist signing is primarily to direct visitors to their intended tourist destination towards the end of their journey, not to generate unplanned visits. The County Council is keen to support the tourism industry in recognition of the important role it plays in Hampshire's economy, although it has to balance this against responsibilities for road safety, traffic management and the environment.

Establishments will be permitted tourist signing if the following conditions are met, which are based on national guidance from the [Design Manual for Roads and Bridges](#).

(i) Eligibility for signing:

- The establishment must be a permanent destination or facility which is used by visitors and open to the public without prior booking during normal opening hours;
- The establishment must comply with all applicable statutory requirements such as planning permission, fire risk assessment, registration under the Food Safety Act and compliance with the Disability Discrimination Act;
- The establishment shall provide evidence of reasonable steps to publicise itself and to inform tourists how to get to it;
- The establishment shall provide details of car parking availability and whether this is on-site or within reasonable walking distance (up to half a mile). Where the car park is in alternative ownership, confirmation of approval by the owner must be provided.

Visitor destinations are divided into attractions and facilities. Attractions include theme parks, country parks, museums and historic properties. Facilities include hotels, restaurants, cafes and pubs, camp sites and Tourist Information Centres. There are specific requirements depending upon the type of establishment, which are in addition to the siting criteria detailed below. For instance, pubs will not be eligible for signs unless they serve meals at both lunchtime and in the evening (to ensure only those with a broad visitor appeal are eligible and to minimise the conflict between signing such establishments and drink driving). Full details of the requirements for specific attractions and facilities can be found on the tourist road signs application form.

(ii) Signing criteria:

Establishments fronting the designated main road network in the county can reasonably expect visitors to find them without the need for additional signs. The extent of tourist signing that eligible establishments will be permitted is based on this principle.

Tourist signing will normally begin from the nearest main road to the eligible establishment. For the purposes of tourist signing, the designated main road network is defined as:

- All motorways, trunk roads and 'A' class county roads;
- All 'B' class county roads;
- Those 'C' class county roads carrying more than 5,000 vehicles a day;
- All 'C' class county roads in the New Forest National Park.

When tourist signing regulations were relaxed in the 1990s it led to applications for quite extensive signing across the New Forest, which was in direct conflict with its special environment. In view of this, since 1998 all roads in the New Forest National Park having 'C' classification have been considered to be main roads. Other sensitive areas such as the South Downs National Park may benefit from having a similar approach. The Director of Economy, Transport and Environment has authority to make further adjustments to the designated network.

Attractions with more than 150,000 visitors a year can be considered for signing from the nearest motorway or dual carriageway trunk road. Those with more than 20,000 visitors a year can be considered for signing from the nearest 'A' class single carriageway trunk road or 'A' class county road. All other eligible attractions and facilities can be signed from the nearest junction with the main road network shown above. Facilities with direct access on the main road network will not normally be considered for signing.

In urban areas comprehensive signing schemes will normally be used which direct traffic to public car parks. It may be necessary over time for such a system to be developed in a particular area if the number of tourist signs to individual establishments is becoming excessive. In some instances if there are multiple establishments at a single location, only the establishment with the highest visitor numbers will be signed. Individual establishments in town centres will not usually be signed.

(iii) Financial considerations:

There is no charge for answering initial enquiries. Once an application form is submitted there is a non-refundable fee to cover the cost of investigating the application. If the application is successful, the applicant will be advised of the total cost for providing the signs. This will include the actual cost of the signs and erecting them, costs associated with scheme design and administration, works supervision and maintenance (cleaning and removal if no longer needed). The applicant will be responsible for the cost of replacing the signs following an accident, damage or theft.

Details of current charges and more information on the signing criteria can be found on the tourist road signs application form.

Community direction signs

Specific direction signs for local community facilities can be permitted in some circumstances, such as where the location is not clear. The following considerations shall also apply (where these criteria are not met pedestrian signing may be appropriate):

- Public car parks – sites with at least 15 spaces (or sites designated for Shopmobility schemes) may be signed from the nearest 'A', 'B' or 'C' class road (whichever is closer). Additional signing may be considered for sites with more than 100 spaces;
- Hospitals – signing may be provided from nearest 'A' class road to hospitals with a casualty department. Localised signing may be provided to other hospitals;

- Police stations – signing will be provided at the request of the police and to the nearest ‘A’ or ‘B’ class road (whichever is closer);
- Council offices – localised signing may be provided to those offices that are open to the public;
- Public libraries – localised signing may be provided if specific car parking is available;
- Universities, further education colleges, rail and bus stations – signing may be provided from the nearest ‘A’ or ‘B’ class road;
- Public toilets – localised signing can be provided if off-street parking is available;
- Schools and churches – some churches will merit tourist signing, but otherwise schools and churches will not be provided with tourist signing. Existing signs shall remain but will not be renewed. Schools that have facilities which are open to the public may be considered for localised signing;
- Village halls/community centres – these will not normally be signed unless they attract a large number of visitors who are unfamiliar with the area, when localised signing will be permitted. Existing signs shall remain but will not be renewed;
- Public parks – localised signing may be provided to those with car parks;
- Recycling centres – localised signing may be provided;
- Superstores – individual retail superstores shall no longer be signed unless there are traffic management or road safety reasons. Existing signs shall remain but will not be renewed. Retail parks comprising a number of superstores may be signed from the nearest ‘A’ or ‘B’ class road (whichever is closer).

Adjustments may be made in respect of changing traffic patterns or environmental needs. The impact on landscape and environmental interests will be taken into account. In town centres consideration may be given to inclusion within a comprehensive signing scheme that directs traffic to the nearest public car park. The full cost of supplying and erecting the sign plus a 15% administration charge will be made.

Village shops

Shops in villages that sell general household goods and food products can be an important rural facility. They can also reduce the need for local residents to travel further afield to buy daily essential items. Local direction signs “village shop” may be provided in the following circumstances:

- If it is the sole shop in a village of less than 5,000 residents, selling household goods and food products;
- The shop is in permanent premises and open all year;
- The impact of sign clutter will be a significant consideration in determining how much signing can be provided, to be assessed on a case-by-case basis;
- The cost of signing to be met by the applicant.

Signing would be from the nearest ‘A’ or ‘B’ class road or from the furthest extent that the village is current signed, whichever is closer. Shops that are directly located on ‘A’ and ‘B’ class roads will not be eligible for such signing.

Neighbourhood Watch signs

Neighbourhood Watch notices are informatory notices and are not traffic signs. They are displayed under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007. Neighbourhood Watch Committees should be aware that to comply with these regulations they must, at least 14 days before any notice is displayed notify the local planning authority in writing:

- that the Watch Scheme has been properly established in consultation with the police;
- that the police agree to the display of the notices in specific locations.

Detailed guidance will be provided to the Watch Scheme on how and where signs can be erected.

Bollards and verge marker posts

There are many different types of bollards available which are used for a variety of purposes. Illuminated bollards are typically used on pedestrian refuges and splitter islands in areas where there is street lighting. Illuminated bollards can be quite urban in appearance, but are required for many regulatory signs mounted on bollards under current regulations on roads with street lighting. The exception is on islands that include a traffic signal head, for which the County Council has Department for Transport approval that allows it to use non-illuminated 'keep left' signs on bollards.

On high speed roads, locations with poor visibility or where overtaking may occur at or near a refuge or splitter island, high visibility bollards may be needed.

Bollards are also used as a physical barrier to prevent access to motor vehicles, such as on a closed road. In addition, bollards with reflectors are used to highlight narrow sections of road, traffic calming measures and locations where pedestrians, cyclists or horse riders may be likely to cross.

In rural and conservation areas the type of bollard should be suited to its surroundings. Therefore, in historic villages or town centres, painted cast metal bollards may be required (or plastic versions that have the same appearance as a metal bollard). Similarly, in rural areas timber bollards may be appropriate. The exact type of bollard used may depend upon the level of funding available. The range of bollards used will be relatively limited to ensure similar replacements can be used.

The use of yellow high visibility bollards will be avoided in rural and conservation areas apart from on high speed roads, locations with a history of injury accidents and sites with limited visibility. Even where timber and cast metal bollards are used there will usually be a need to attach reflectors to them.

Bollards are available which are made to resemble a small school child, for use outside of primary schools. Whilst they can draw drivers' attention to the presence of a school, they will not generally be used by the County Council on the highway due to the possibility that they could encourage children to play with the bollard at a location which would be close to the edge of the road.

Verge marker posts, which have distinctive black and white bands, can be very effective at showing the shape and severity of a bend to an approaching driver, especially at night. They can also be used where a road suddenly narrows or to highlight the edge of the road, particularly where the verge drops into a ditch.

Carriageway centre lines, edge lines, road studs and hatched markings

In some instances centre lines may be removed or not replaced following carriageway resurfacing for the purpose of improving the appearance of a road in rural, historic or conservation areas, or as a means of encouraging drivers to proceed more slowly by removing the certainty of how much lane width is available to them. Similarly, it is not always necessary for 'give way' markings to be provided where traffic speeds are generally low. There is no requirement for highway authorities to provide road markings. However, centre lines and 'give way' markings will be provided on higher speed roads and at locations where the layout of junctions or bends may not be apparent.

Edge lines may be used on high speed roads and rural roads to help drivers clearly see the layout of the road ahead of them. They may also be used to visually narrow the road by appearing to reduce the lane width as a means of reducing traffic speeds. Hatched markings may also be used for this purpose or for providing 'ghost islands' to protect vehicles turning right, for narrowing the mouth of a junction to slow turning traffic, or as a means of guiding traffic.

There is no requirement to provide reflective road studs except as part of a system of double white lines. They are often used on high speed roads and as part of accident reduction schemes, where appropriate. In locations where road centre lines are removed it would be necessary to remove any studs too.

Double white lines

In order to maintain drivers' respect for these markings that prohibit overtaking, which are generally well-observed, they will only be provided in accordance with criteria outlined in the Traffic Signs Manual. It specifies the lines should be used when drivers' forward visibility falls below a specified level. They should be used throughout the length of a route as opposed to isolated locations. In situations where visibility is low enough to justify the use of these lines but road width is not sufficient to prevent vehicles from inadvertently going over them, an alternative option in limited circumstances may be to implement a Traffic Regulation Order prohibiting overtaking, which would enable 'no overtaking' signs to be used.

It should be noted that minor roads which have numerous bends and meet the visibility requirements referred to above will not necessarily have double white lines provided if the likelihood of vehicles overtaking is low, particularly where the main function of the road is for local traffic. Double white lines will therefore only usually be provided on 'A' or 'B' class roads. In addition to this, double white lines will not normally be used in built-up areas because they generally prohibit stopping as well as overtaking.

If traffic speeds on a road with double white lines fall, following a reduction in the speed limit and/or the introduction of engineering measures for instance, the double

white lines may be removed if the driver forward visibility no longer falls within the level where such lining should be provided.

'Keep Clear' and 'SLOW' markings

The white advisory 'keep clear' marking is intended for use in the traffic lane immediately adjacent to the mouth of a junction or access, or on the circulatory carriageway of a roundabout across an exit. A marking will not be provided in the opposite lane apart from in exceptional circumstances because the reason for leaving the area clear may not be evident to drivers (that is, they are not keeping a junction/access clear). The marking may, however, be used in turning areas if there is evidence of a persistent problem. It can have quite a visual impact on the appearance of a road and therefore careful consideration will be made before providing it in a rural or environmentally sensitive location. It may be appropriate to use a 'keep clear' marking if a [yellow box junction marking](#) is unsuitable.

'SLOW' markings should generally be used alongside a warning sign so that drivers are aware of the reason for the marking. The marking can be made more prominent when laid on top of red coloured surfacing, although this should be reserved for approaches to particularly sharp bends, schools and locations with a history of accidents. Repeated use of the 'SLOW' marking is likely to reduce its effectiveness.

Lane destination markings

At some junctions, particularly where there are multiple lanes, providing arrows or worded destination markings can help road users to choose the correct lane and guide them towards their destination. It may be necessary to supplement the markings with an accompanying dedicated lane direction sign where queuing traffic obscures the lane markings.

Arrow markings will not usually be provided on the approaches to roundabouts unless they are signal controlled or where there are high volumes of traffic. In some cases it may be necessary to provide arrow markings in order to increase capacity at a roundabout where drivers are being encouraged to use lanes against normal practice. An example would be where drivers can use the middle lane as well as the left lane to make a left turn into the first exit (as opposed to the standard practice of using the middle lane to go straight ahead).

Service Standards

In respect of tourist signs, applications submitted on the County Council's application form will be acknowledged within three weeks in normal circumstances. The time it takes for the signs to be erected will vary according to each specific application. Some schemes that require extensive signage will require a significant level of investigation and design. An indication of the timescale can be provided to applicants when making an initial enquiry.

Policy TM4: Parking restrictions

Supporting Information

The availability of off-street parking is often limited in many of the county's towns and villages. There are few areas of highway land available for the creation of new parking facilities and it is generally not affordable to convert large sections of highway verge, where it exists, into lay-bys or to strengthen it to bear the weight of vehicles.

Parking restrictions are a way of managing the demand for on-street parking, for giving priority to certain road users or classes of vehicle, to maintain free passage for traffic and to prevent obstructive parking. The presence of parking difficulties does not necessarily justify the use of parking restrictions and a number of considerations will be made when assessing requests.

Traffic Regulation Orders (TROs)

Most parking restrictions require a TRO. Policy TM1 gives details of general considerations that are taken into account before a TRO is initiated. The process of implementing a TRO can typically take around six months to complete but can often take much longer in locations where the proposed restriction affects many residents or businesses. This means when parking issues occur, perhaps due to a new business opening, for instance, it is not possible to introduce new parking restrictions immediately. In some cases it may be appropriate to introduce restrictions on a trial basis using an Experimental TRO.

The County Council receives many requests for parking controls. Parking issues with potential to compromise safety are prioritised. The priority of other reported parking concerns will be assessed alongside other locally important traffic management issues and investigated as staff and funding resources allow.

Enforcement of parking restrictions

The County Council is the on-street parking enforcement authority in all of the district council areas where Civil Parking Enforcement operates. The only district currently without Civil Parking Enforcement is Gosport, where the police remain responsible for enforcing parking restrictions.

The County Council's power to enforce parking restrictions has been delegated to the district councils, who operate their own enforcement procedures. Their Civil Enforcement Officers may issue a penalty to a vehicle that is contravening a parking restriction. In the absence of a parking restriction the police have powers to deal with a vehicle that is causing an immediate obstruction.

Parking restrictions are likely to receive more frequent enforcement if they are located in an area where there are other parking restrictions nearby. This means it may not be appropriate to introduce restrictions in a rural or suburban location if they will not be enforced very often and if it is unlikely that they will be respected.

Residents' parking schemes

A number of schemes operate whereby on-street parking is reserved for the use of residents when they are having difficulty parking on the street near their home due to

the parking of non-resident vehicles. This is usually achieved through issuing permits which are displayed in vehicles, and designating parking places for permit holders. These schemes can be expensive to implement, administer and enforce, therefore criteria have been established to assess requests.

Specific details such as how many permits should be available to each household, the cost of permits and the times the parking restriction applies will vary in accordance with the local problem being addressed.

The objective of the criteria is to create parking opportunities for residents with little or no off-street parking near busy town or village centres or other locations attracting commuters and visitors, where there is a high demand for on-street parking. It should be noted, however, that it is important to strike a balance between residents' parking and the on-street parking necessary to assist the economic vitality of local centres and access to facilities.

Residents' parking schemes will only be provided if most residents have little or no off-street parking space and if residents' difficulty in finding space to park is caused by the parking of non-resident vehicles. In situations where a road is being used as long stay parking by commuters, for example, but most residents have off-street parking, a single yellow line restriction preventing parking for part of the day will be more appropriate if a need for restricting parking has been identified.

The following criteria will apply when considering the need for a residents' parking scheme.

(a) Assessment of need:

1. Schemes shall not be considered where a resident has the ability to provide, at reasonable cost to themselves, parking within their own curtilage. This may be dependent upon local planning policy. Exceptions could be made in areas where the alteration of premises to accommodate parking may have an adverse impact on the appearance of a street;
2. Surveys should be undertaken to confirm that there is a shortage of on-street space for residents and/or their visitors due to parking by non-resident vehicles. The survey should identify the amount of available kerb space and how long vehicles are parked on a typical day in order to determine the level of difficulty for residents;
3. Generally, not more than half of the residents should have sufficient parking available within the curtilage of their property or allocated to that property in the form of private garages or other parking space.

(b) Determination of feasibility and type of scheme:

1. The normal working day or peak demand for resident spaces needs to be identified. If this demand cannot be met it will need to be determined as to whether it would be better to leave the current parking situation as it is or to progress a permit scheme which would assist some but not all residents;
2. Consideration must be given to the overall parking needs for the area. Locations that are close to shopping and business areas where there is a lack of short stay on-street parking or convenient off-street parking may need to allow short-stay parking for non-resident vehicles. Where such a need is

identified, time limited parking should be provided. Such parking could include an exemption on the time limit for permit holders;

3. If the spaces are to be reserved exclusively for permit holders because it has been shown that parking of non-residential vehicles is not necessary to meet the needs of the area, consideration should be given to signing the scheme as a Permit Parking Area in order to minimise the requirement for signs and road markings and therefore reduce the visual impact of the scheme. This method of signing is only suitable for use in roads that carry low volumes of through traffic;
4. Careful consideration should be given to the impact of the signs and markings of permit schemes in conservation areas;
5. The enforcement authority (the County Council, district council or the police) must be satisfied that a reasonable level of enforcement of the scheme can be maintained;
6. It must be shown that the introduction of the scheme will not cause unacceptable problems (such as displaced parking) in adjacent roads. It may be necessary to widen the potential area covered.

(c) Consulting and implementation:

1. The proposals should be acceptable to the greater proportion of residents prior to formal advertisement of the Traffic Regulation Order. The consultation should include details such as the cost of permits, how many permits residents will be entitled to and arrangements for visitors;
2. Local businesses and amenities located within and close to the area affected by the proposals should also be consulted.

Other important considerations:

- Eligibility for permits and the type of permits available may vary from scheme to scheme. The number of permits that can be issued to each household may differ according to the specific needs of the area affected. For instance, residents living in a permit scheme area who have some off-street parking space may be entitled to fewer or no permits;
- Charges may be made for permits in order that the scheme is self-financing as far as possible, due to the cost of implementation, administration and enforcement;
- Spaces cannot be allocated to specific properties and a permit does not guarantee a parking space;
- The formalisation of parking spaces through a residents' parking scheme may lead to a reduction in the amount of parking space available;
- An arrangement for short term permits for use by visitors and trades people should also be considered.

Disabled persons' parking bays

In order to help disabled residents who have difficulty walking and who do not have access to suitable off-street parking, a disabled parking bay road marking may be provided, free of charge. This is intended to help mobility impaired residents to park near their home if they live in an area where there is high demand for on-street parking. It should be noted that disabled bays can be used by any Blue Badge holder and will not be reserved for individual residents.

Most disabled bays in residential areas are advisory, which means they cannot be enforced. A disabled bay must be included in a Traffic Regulation Order (TRO) to enable it to be enforced, and there is a relatively expensive and lengthy legal process to include a bay in such an Order, including public consultation. Enforceable bays can be distinguished from advisory bays by the presence of an upright sign, "Disabled badge holders only". The majority of disabled bays are well respected and do not need to be enforced and therefore are not included in a TRO. In town centre areas, roads with particularly high demand for parking and in Controlled Parking Zones, it will be necessary to include the bay in a TRO.

In order to be respected and to maximise use of the road space in areas where there is high demand for parking, the disabled bay should be in continual use. Disabled bays cannot, therefore, be provided for the purpose of reserving a parking space for the Blue Badge holder's visitors or to enable visitors to pick them up or drop them off.

A disabled bay may be provided if the following criteria are met:

- A vehicle must be registered and normally kept at the applicant's address. It must be regularly driven by the applicant, or by a resident member of the family or a resident carer to transport the applicant;
- The applicant must be a holder of a valid "Blue Badge";
- The applicant must be unable to park in the vicinity of their home on a regular basis due to the area being heavily congested with parked vehicles;
- The applicant must not have a vehicular access to his/her property, own or have use of a garage or hard standing close to his/her property which could be reasonably used as an off-street parking area for their vehicle. A garage or hard standing may be considered as unsuitable if it is too narrow to open the driver or passenger door wide enough or if there are steep steps between the parking area and the applicant's home;
Note: applicants are expected to take reasonable steps to render existing garages and hard-standings, which may be presently used for storage of other vehicles or goods, usable as a parking place. If the off-street parking is deemed unsuitable, written evidence may be sought from the applicant's medical practitioner demonstrating the need of a disabled parking bay;
- There must be a suitable safe location on the highway for the vehicle to park where it will not give rise to undue congestion or be detrimental to road safety;
- Markings will not be provided where their use will result in a contravention of a parking restriction;
- If a marking is required in front of another person's property it will be necessary to consult the occupiers. In the event that a neighbouring occupant objects the disabled bay will be provided unless a valid reason for the objection has been made in relation to the location of the bay.

A disabled bay may be removed if it is not seen to be in regular use or if the applicant it was provided for no longer meets the criteria above (in which case a letter will be sent to the applicant to advise them). Reviews may be undertaken periodically to check if disabled bays are still required and that applicants still meet the criteria.

If there are already a number of disabled bays in a residential road and it can be shown that this is affecting the ability of non-blue badge holder residents to find a parking space in the vicinity of their home, should a further application for such a bay be received there will be a review of the usage of existing bays. This will help to determine whether the existing bays meet the current demand for disabled parking and if an additional bay should be provided. If it is assessed that the current provision of disabled bays is sufficient to meet demand, no further bays will be provided unless the applicant provides a letter from their doctor confirming that they cannot walk to the existing disabled bay closest to their home.

There may be occasions when the County Council (or district council acting on its behalf) needs to suspend parking or loading bays. This may become necessary due to road works, for instance. Advance warning of such suspensions will be given where possible. Unfortunately alternative parking cannot be provided whilst such bays are out of use.

Yellow lines, loading and HGV waiting restrictions, rural and urban clearways

These restrictions, most of which require a TRO, can prevent parking and/or stopping on the road at all times or certain times of the day. Apart from clearways, the restrictions also apply to any adjacent footway and highway verge. These restrictions can be considered if at least two of the following conditions are met, but a higher priority would be given to progressing restrictions on roads that carry through traffic, roads that have an accident history involving parked vehicles, or where emergency access is affected:

- Where parked or stopped vehicles would be a danger to other road users and such instances have been regularly observed;
- Parked vehicles are severely restricting visibility;
- Parking needs to be prevented immediately outside of a school, a public amenity or where a School Crossing Patrol operates (to ensure pedestrians have a clear view when crossing the road);
- The restriction will help improve access for pedestrians, cyclists or to public transport;
- Parked vehicles are causing an obstruction in a narrow road or on a busy road that serves as a locally important through-route;
- The restriction has been requested by one of the emergency services.

Restrictions will normally only be considered if:

- The presence of the restriction is likely to be a deterrent in itself and not reliant on continuous enforcement;
- The restriction will not displace parking to another location where it would cause a significant problem.

In sensitive built-up locations where there is a need for parking to be restricted on most roads, it may be more appropriate for a Restricted Zone to be used, which do not need yellow line road markings but instead use entry signs and smaller repeater signs to remind drivers that parking (and/or loading) is restricted.

Designated parking places with time limits, charges or use restricted to loading

These restrictions, which require a TRO, can be considered if at least two of the following conditions are met:

- There is evidence that the absence of parking controls or current parking controls are not meeting local needs adequately;
- A regular turn around on the use of on-street parking is important to enable visitors to use local businesses or amenities;
- There is a lack of suitable off-street parking if designated/time limited parking places have been requested to support local businesses or amenities;
- Long stay parking is to be deterred in order to encourage drivers to use more suitable parking facilities or to encourage the use of public transport;
- In circumstances where a residents parking scheme is not viable but other parking controls may be suitable instead.

On-street electric vehicle charging points

Parking bays may be provided that are reserved for the use of electric powered vehicles whilst they recharge from a publicly available charging point (where installed). These bays would require a TRO. It will not be possible to provide such parking bays for the exclusive use of specific households or businesses because they would effectively become private parking spaces. The provision of on-street charging points will be kept under review.

Parking on verges and footways

Whilst parking on footways can be very inconvenient to pedestrians, particularly those who are blind or partially sighted, and for those in wheelchairs, it is not an offence to park on verges or footways unless it is prohibited by a byelaw or TRO. HGVs parked on a footway are committing an offence under Section 19 of the Road Traffic Act unless they have stopped for the purpose of loading or unloading (and no other restrictions are in place). In the absence of a TRO or byelaw, the police may be able to take action where a vehicle parked on a footway is causing a serious obstruction. However, police enforcement in such circumstances is likely to be a low priority.

Further information on measures to control verge and footway parking can be found in the Highway Maintenance Management Plan.

Bus stop clearways

These clearway restrictions, which are used to reserve kerb space for buses to pick up passengers or for standing over, do not require a TRO. They are more restrictive than measures to prohibit or restrict parking, such as double yellow lines, because they prohibit all vehicles except buses and hackney carriages from stopping, even to pick up or drop off passengers, during the hours that they operate.

There will be a presumption against using bus stop clearways in rural, village or environmentally sensitive areas due to the visible impact of the large yellow 'bus stop' road marking, unless there has been a problem of parked or loading/unloading vehicles causing difficulties for buses accessing bus stops or for safety reasons.

Taxi ranks

In order to reserve road space for hackney carriages to wait for passengers, an area of the highway can be designated as a taxi rank. Private hire vehicles are not permitted to use taxi ranks. In the first instance, requests for taxi ranks will be considered by the district council's licensing team through liaison with representatives of local taxi operators. If it can be shown there is a need to reserve space for taxis then this will be considered along with the other parking needs at the location in question. A balance may need to be made between the provision of waiting space for taxis and parking for visitors/shoppers and businesses. If a need for taxi space is agreed the times that the rank should operate will need to be determined so that the road space can be used by other vehicles at other times. Taxi ranks require a TRO.

Access Protection Markings

These are white line markings that can be placed in front of dropped kerbs to highlight a vehicular entrance to off-street premises or at a pedestrian crossing point. The marking is advisory and parking over it is not an offence. However, parking in front of dropped kerbs is likely to cause problems. A penalty can be issued in districts where Civil Parking Enforcement operates to vehicles that are parked in front of dropped kerbs at a pedestrian crossing point or dropped kerbs at a vehicular access to off-street premises (although in the latter case a penalty would only be issued if the occupant of the property complained). The police may also be able to deal with a vehicle that is causing an obstruction in some circumstances.

Since vehicles parking in front of dropped kerbs can be issued with a penalty in those districts where Civil Parking Enforcement operates, these markings will not be routinely provided unless enforcement has not proved to be a successful deterrent. A fee may be charged for the cost of providing the marking in front of a private access.

The marking should not be widely used in a single road or location because this is likely to reduce its impact. In addition excessive use of such markings could be considered to have an adverse effect on the appearance of a road.

Where a request is made for an Access Protection Marking, one may be considered in the following circumstances where parking across a driveway or access is regularly occurring:

- If vehicles cross a footway over dropped kerbs to gain access to the driveway or private access, an Access Protection Marking may be provided if the occupant or owner of the property has reported the problem to the local parking enforcement office on two or more occasions, if located in a Civil Parking Enforcement area. In all other areas, the problem will need to have been reported to the police on at least two separate occasions and police incident numbers provided;
- If there is no footway between the edge of the carriageway and the access/driveway, a marking may be provided if there is evidence of parking in front of it occurring on a regular basis.

Although situations can occur in narrow roads when parking opposite a driveway or an access causes problems, these markings are not intended for this purpose and

they will only be provided immediately in front of dropped kerbs or an off-street access. These markings may however be considered in exceptional circumstances where the private access cannot be widened, by removing a wall, hedge or extending dropped kerbs, for instance.

Service Standards

In respect of applications for disabled bays, residents will be advised whether their application has been successful within three months of applying if they have provided all the information requested.

The time it takes to mark the bay on the road will vary according to a number of factors; it is not cost effective for a small amount of road marking work to be done at a time, therefore a disabled bay may not be provided until other road marking work in the area is being undertaken. In addition to this, road markings are not usually provided in wet or frozen conditions. Taking these matters into account, a disabled bay would usually be provided within twelve weeks of a resident being advised that their application was successful.

In some instances it is necessary for a TRO to be provided to enable the disabled bay to be enforced or to ensure that parking in the road is regulated in a Controlled Parking Zone. It is not possible for a new disabled bay to be included in a TRO straight away due to the lengthy statutory process that is required. No guarantee can be made that a disabled bay will be included in a TRO because of the requirement for public consultation as part of the statutory process.

Policy TM5: Movement restrictions

Supporting Information

Movement restrictions generally relate to circular regulatory traffic signs and some rectangular signs (for example, bus lane restrictions) which either inform drivers of prohibitions (red circular signs) such as “no right turn” or mandatory instructions (blue circular signs) such as “keep left”. They are used to help keep traffic moving, to improve safety, to improve or preserve the amenity of an area, or to give priority to particular classes of vehicle.

Most movement restrictions require a Traffic Regulation Order (TRO) and therefore a period of consultation would be undertaken before a permanent restriction could be introduced. In some instances it may be appropriate to use an Experimental TRO so that the restriction can be introduced on a trial basis and its impact assessed before considering whether it should be used permanently.

The information below does not cover all types of movement restriction, but where others that are not specified here are being considered the same general principles shall apply.

Enforcement of movement restrictions

The police are responsible for the enforcement of all moving traffic restrictions and there is no option for the County Council to undertake this, with the exception of bus lanes. If there is a change to legislation which alters this situation the matter will be reviewed.

The County Council can currently apply to the Department for Transport to undertake enforcement of bus lanes and bus gates. If introduced, County Council enforcement would be undertaken either through the use of approved CCTV devices or Automatic Number Plate Recognition cameras (ANPR).

Bus priority measures

In order for buses to be a realistic alternative to the car there is a need for reliability and consistency in journey times. One means of influencing bus journey time reliability is through the introduction of measures to separate buses from other traffic. These measures can also help to cut bus journey times. This can be achieved in a variety of ways including the provision of bus priority at junctions and/or on main roads. These priority measures can dramatically reduce delays to buses.

There will be a presumption in favour of bus priority measures, particularly in urban areas, as part of a package of measures to encourage use of public transport. Decisions on whether or not to proceed with the introduction of bus priority should include an assessment of the costs and benefits associated with the proposal.

(i) Bus lanes

Bus lanes are a common bus priority measure in urban areas and are a successful means of enabling buses to bypass queues of traffic. They are dependent upon suitable road width being available. The impact of the bus lane on traffic queues and

parking/loading/access arrangements for any properties adjacent to the bus lane must be taken into account.

In terms of operating times, there will be a presumption in favour of full-time operation for bus lanes, bus gates, bus only roads and banned movements that provide an exemption for buses. Full time restrictions are generally more respected and understood by other road users.

Part-time operation of bus lanes may be considered where bus journey times are not adversely affected by traffic out of peak hours and where the bus lane may cause significant off-peak delays to other traffic. Account will need to be taken for consistency in operating times of other nearby bus lanes. Bus lanes terminating at traffic signals where bus detection measures are used should be in full time operation.

Red coloured road surfacing may be used within bus lanes in order to draw drivers' attention to the restriction. The use of such surfacing shall be avoided in environmentally sensitive areas due to its visual impact unless there is particularly poor compliance with the restriction.

(ii) Bus gates and bus exemptions from banned movements

Other means of giving priority to buses include roads or certain junctions that are only accessible to buses. Some turning restrictions can include an exemption for buses.

'Bus gates' are entries into roads that are reserved for authorised buses. They are usually provided to give buses a shorter or less congested route, where there is a very high level of pedestrians (such as a town centre shopping street), or on a route that would not be suitable for high flows of general traffic. In some cases the gate may be provided through signs alone and is reliant on drivers obeying the signed restriction. In urban areas signed only bus gates work relatively well since the presence of other road users can act as a deterrent to a driver who may be tempted to disobey the restriction.

In quieter residential or suburban areas it is unlikely that a bus gate using signs alone will be effective, and other measures will be required to support the buses-only restriction. One option is an automatic rising bollard using transponders for bus detection. CCTV and remote monitoring together with manual supervision would be required to safeguard the operation of this system. It would also be necessary to consult with the emergency services to establish operational procedures for them to gain access.

Given the need for buses and emergency vehicles to be fitted with transponders, and the cost of installing, operating and maintaining automatic rising bollards, bus gates outside of town centre areas will only be provided at locations where there is a strong case for bus priority in terms of measureable benefits. In the case of new developments, commuted sums would be required for the ongoing costs associated with operating and maintaining rising bollards in addition to their installation costs.

(iii) Vehicles permitted to use bus priority measures

As a general rule, buses as described below shall be permitted to use bus priority measures as defined in (a) the Traffic Signs Regulations and General Directions, and (b) the Transport Act 1985:

- a. Motor vehicles constructed or adapted to carry more than eight passengers and local buses not so constructed or adapted;
- b. A local bus service using public service vehicles for the carriage of passengers by road at separate fares, and having picking up/setting down points less than 15 miles apart.

Pedal cycles will be permitted to use bus priority measures unless there is a particular safety issue. It is usually safer to allow cyclists in with-flow bus lanes, for instance, otherwise they will be passed by faster moving traffic on both sides.

Taxis should normally be allowed in bus lanes unless there are operational reasons not to, such as where they could cause undue delay to buses and/or on high frequency bus routes. Where Selective Vehicle Detection is in operation (see below) it will generally not be possible to allow taxis to use bus priority measures.

Consideration will be given to enabling Powered Two Wheelers to use new bus lanes on a site by site basis. This will take account of whether there may be operational or safety implications. A similar assessment would need to be undertaken before Powered Two Wheelers could be entitled to use existing bus lanes, and to identify whether there would be a benefit from doing so. Encouraging greater use of such vehicles may help to reduce congestion.

It is unlikely that goods vehicles will be permitted to use bus lanes unless there are significant benefits from doing so.

(iv) Bus priority at traffic signals

Buses can be provided with priority at traffic signals and can either be within mixed traffic or dedicated bus lanes. Bus priority can be used to extend the green signal when a bus is approaching. It can also quickly recall the signals to the arm on which the bus is approaching. Both measures can help to reduce delays to buses at traffic signals and assist in improving journey time reliability.

Bus priority can be provided at new or existing traffic signals. It is usually implemented as part of a public transport route strategy but in some circumstances can be provided at isolated signal junctions where it serves a high number of buses.

Selective Vehicle Detection (SVD) can provide bus priority at traffic signals using various technologies including:

- Vehicle profile detection – this technology does not require any equipment to be fitted to buses. It provides priority irrespective of whether a bus is in service, early or late. It may not provide a particularly accurate method of bus detection under some traffic conditions and could detect erroneous vehicles;
- Transponders – transponders are equipped to individual buses. It requires careful management of the transponders by the bus operator and the local

authority to ensure the bus fleet remains equipped. Transponders provide priority regardless of whether the bus is in service, early or late;

- Advanced Vehicle Location (AVL) – provides an ‘intelligent’ level of bus priority and can be configured to provide different levels of priority based on whether the bus is early, on time or late. This can be particularly useful where there is a high bus frequency or competing bus demands that would otherwise be too disruptive on the operation of the traffic signals. It may be possible to implement AVL within the county once bus operators use compatible ticket machines.

Bus priority can have a significant effect on traffic capacity at a junction, particularly when the signals are recalled to a side road stage. It can lead to traffic movements being cut short or being missed out. Where buses approach a junction on numerous arms it can be difficult to provide bus priority to all. To prevent bus priority continually missing traffic movements it may be necessary to prohibit it from operating for several minutes to allow these to be served. Where the frequency of buses is high the effect on junction operation can be significant and again it may not be possible to provide priority at all times.

Where bus lanes terminate directly at traffic signals it would be necessary to provide SVD for bus priority. This will also prevent unauthorised vehicles from receiving priority at the signals. In these locations vehicle profile detection would not be able to differentiate a taxi from a private car. While fitting transponders to all permitted vehicles would provide this differentiation, the administration required to issue and manage transponders for taxis would be onerous and complex. Therefore to avoid compliance issues taxis should not be permitted to use sections of bus lanes that terminate directly at traffic signals.

Unless there is a strong case for bus priority at signalised junctions, bus lanes should be set back in advance of the stop line to maximise capacity for all traffic. This is also necessary where all vehicles are permitted to turn left at the junction

Heavy Commercial Vehicle access restrictions

Although commonly referred to as Heavy Goods Vehicles (HGV), the Road Traffic Regulation Act 1984 refers to Heavy Commercial Vehicles (HCV), which are goods vehicles that have an operating weight exceeding 7.5 tonnes. A goods vehicle is a vehicle constructed or adapted for the carriage of goods or burden. In this document an HGV shall mean an HCV.

As Highway Authority, the County Council can prohibit or restrict the use of HGVs by use of a TRO. A restriction may be for a zone area or specific roads as considered appropriate. There is usually an exemption for access or loading. The purpose of the restriction is to prevent HGVs from using the road (or roads) as a through route when it has been assessed to be unsuitable and when other more appropriate routes exist. However, legitimate access to premises cannot be completely prevented.

The restriction can be applied to all HGVs over 7.5 tonnes or only those over 18 tonnes. No other weight limits can be applied. For example, it is not possible to prohibit lorries over 3.5 tonnes unless there is a weak structure, in which case all

vehicles over this weight would be prohibited and exemptions for access or loading would not be permitted.

The County Council has adopted the following criteria in determining whether or not to impose a weight restriction on roads not designated as HGV routes:

- A minimum reduction of 30 HGV through movements per day, representing at least 50% of the observed HGV movements, can be achieved;
- A restricted area can be defined which does not transfer the problem to other communities and has sensible and practicable terminal locations;
- An alternative route exists for diverting HGVs that does not pass through environmentally sensitive areas, does not create a major increase in distance for HGV operators, avoids dangerous junctions or other suitable locations and will not result in increased road maintenance costs;
- If HGVs are regularly causing damage to highway verges, buildings, walls or other vehicles;
- Other measures to limit HGV movements have been introduced and proved unsuccessful, such as advisory blue and white signs “unsuitable for HGVs” or black and white signs which provide positive directions for goods vehicles, unless it would not be appropriate to use such measures.

It should be noted that many lorries are not classed as HGVs because they are under 7.5 tonnes and would not, therefore, be prevented from using a route with a 7.5 tonne restriction in place. HGVs can be identified by red and yellow markings on the back of the vehicle.

Structural weight limits and height restrictions

The maintenance of bridges on the county network is the responsibility of the County Council. Structural weight limits, which require a TRO, are usually applied to weak bridges and culverts. They apply to all vehicles, usually with no exemptions, and are set according to the safe load bearing capacity of the structure.

Height restrictions are usually associated with low bridges and are used when there is a physical structure over the carriageway. Height restrictions are always set at the maximum safe vehicle / load height, allowing for a safety tolerance which will allow safe passage under the structure without impacting on it.

Width and length restrictions

Vehicle width and length limits, which require a TRO, may be used to prevent entry to roads physically incapable of accommodating larger vehicles or to protect structures, buildings or preserve the character of an area by preventing unnecessary intrusion of large vehicles. Width limits are more restrictive than HGV weight limits because they apply to all vehicles over the specified width. Where these limits are imposed to prevent intrusion of large vehicles (an environmental width limit), a 6'-6" (2.0 metre) restriction is generally used because this allows cars and most vans but prohibits lorries, caravans and buses. It is not possible to place a width or length limit on a road that would prevent legitimate access to off-road premises unless the existing alignment of the road already prevents such access.

The width restriction is most effective when supported by a physical restriction in the road that prevents large vehicles from passing. Such measures are not used very often because they can also prevent access to some emergency vehicles. Early consultation with the emergency services is necessary if such measures are being considered.

The County Council will consider a 6'-6" environmental width limit if all the following criteria are met:

- A minimum reduction of 30 through movements per day of vehicles over 2.0 metres wide, representing at least 50% of the observed movements over this width, can be achieved;
- A restricted area can be defined which does not transfer the problem to other communities and has sensible and practicable terminal locations;
- An alternative route exists for diverting wider vehicles that does not pass through environmentally sensitive areas, does not create a major increase in distance for drivers, avoids dangerous junctions or other suitable locations and will not result in increased road maintenance costs;
- Damage to buildings, walls, fences or vehicles regularly occurs;
- Other measures to limit HGV movements have been introduced and proved unsuccessful, such as advisory blue and white signs "unsuitable for HGVs" or black and white signs which provide positive directions for goods vehicles, unless it would not be appropriate to use such measures.

Length limits are not used often because they are more challenging to enforce as it may not be easily apparent whether a vehicle exceeds the limit or not.

Banned turns and one way restrictions

Turning bans require a TRO and are usually implemented at junctions to improve the flow of traffic or where there is a demonstrable safety need. For instance, at a busy junction, a vehicle waiting to turn right may prevent vehicles behind from being able to continue straight ahead, which could cause considerable delays. Banning a turn can therefore increase the flow of traffic through a junction. Another circumstance where a right turn movement might be prohibited could be on a road where a vehicle waiting to turn right may not be clearly visible to traffic approaching from behind, particularly on a road where speeds are high or if the junction is on a bend.

A prohibition on u-turn movements may be needed, for example, to support a turning ban elsewhere to prevent drivers from turning around at an inappropriate location in order to get back to the junction with the prohibited movement.

Bans on turning movements are most effective when the layout of the road makes the banned turn difficult, which means they are virtually self-enforcing, otherwise the restriction is unlikely to be respected. If the layout of the road does not already discourage drivers from making the manoeuvre, measures such as modifications to junction kerb lines or the use of splitter islands should be undertaken to support the restriction. It is not usually advisable to make the banned turn physically impossible in case there is a need for emergency vehicles to make the manoeuvre.

In general, bans on turning movements will only be considered where either most vehicles making the manoeuvre are causing a safety issue (either to themselves or other road users) or where the movement is likely to cause delays to traffic on a classified road. It may be possible for cyclists to be exempted from turning bans, particularly left turn bans, where it is safe to do so.

One way restrictions also require a TRO. They can be used to help increase the flow of traffic in a congested area, or to remove the hazard of oncoming traffic in narrow streets. One way restrictions can also increase the amount of on-street parking in narrow roads since space does not need to be left for opposing traffic to pull in and give way. This can lead to higher traffic speeds, particularly in narrow roads, since drivers will be confident that they will not meet an oncoming vehicle.

Another drawback of one way roads is that they can increase the distance vehicles need to travel, which can be a deterrent to cycling unless other measures can be provided for cyclists such as contraflow facilities.

The need for a one way restriction will always be dependent upon the location and therefore it is not possible to produce detailed guidance as to when it may be a suitable measure.

Road closures and restricted access

These measures are aimed at removing access for through traffic. Many roads are used as a through route despite more suitable roads existing nearby. This usually occurs because of an actual or perceived time saving for drivers.

Restricting access for through traffic by means of a TRO or a physical closure should be a last resort after all other measures have been tried or considered. Whilst traffic using a particular road as a through route may be seen as disruptive or a nuisance to those who reside there, access on a publicly maintained road should not be prevented without good reason. There should be clear safety or environmental reasons for restricting access and a suitable alternative route for through traffic must be available nearby, or the restriction should form part of a strategy or package of measures covering a particular area. Closing a road to traffic may have significant impacts on the pattern of traffic movements on surrounding roads.

(i) Prohibition of Driving restriction

Also known as an 'access only' restriction, this measure requires a TRO. It is usually applied in the form of a 'no motor vehicles' restriction and combined with the sign 'except for access'. This means the only motor vehicles permitted to use the road are those using it to access a property or facility that is located directly from the road. Vehicles travelling straight through the road would be contravening the restriction.

Whilst there are a small number of roads with this restriction in place, it is rarely introduced on any further roads because it tends to be heavily reliant on police enforcement to be successful. Unlike many other restrictions that also rely on drivers obeying signs, the offence is not committed as soon as drivers pass the signs (in contrast to a 'no entry' sign for instance). Whilst it is obvious if a driver is committing an offence by driving through 'no entry' signs, it is not so clear if a vehicle driving past 'access only' signs is visiting a property further within the road. This means a driver

may feel less concerned about disobeying such a restriction if they do not feel they are seen to be doing so.

Where the conditions referred to above are met and it is not possible or desirable to use a physical road closure (for example, emergency vehicle access need to be maintained or there is not sufficient space to close the road), then the restriction should initially be provided on an experimental basis, except in exceptional circumstances.

This restriction shall not be used to deal with parking issues. In the past they have been used as a means to help prioritise parking for residents in roads where there have been commuters or shoppers parking. The use of the restriction for this purpose was generally made when the police were still responsible for parking enforcement in most of the district council areas.

Since the introduction of Civil Parking Enforcement in most parts of the county, which means parking restrictions are more likely to be enforced, it is now more appropriate for parking problems to be dealt with through parking restrictions as opposed to the 'access only' restriction. This restriction will not, therefore, be used to treat a parking problem unless yellow lines, time limited parking or a residents' scheme is deemed to be unsuitable. Existing 'access only' restrictions that were implemented for this purpose will remain in place unless they are no longer effective, in which case a parking restriction may be considered as a replacement.

(ii) Physical road closure

A more effective way to prevent through traffic from using a road is to put in bollards, fencing, planting and/or install kerbs so that vehicles cannot drive through. This measure also requires a TRO or an order for the stopping-up of the highway. The latter would result in a section of the road no longer being maintainable at public expense and taken out of use to traffic through physical measures, following a legal process. Utility services beneath ground level may be affected.

Unless the road is sufficiently wide, it will normally be necessary to construct a turning area at the point of closure to prevent vehicles having to reverse long distances. This can only usually be done if there is sufficient highway land available. The cost of constructing turning heads and installing a physical closure can be considerable and therefore road closures are not a low cost measure. The impact on emergency services must also be taken into account, and the closure should be implemented in such a way that allows cyclists to continue through unless there are reasons as to why this would not be safe.

The conditions referred to above should be met before a closure is proposed. They do not apply where the construction of a new development or road, which has planning consent, requires an existing road to be closed in order for it to be built.

Gating Orders

These orders enable a highway to be closed to all users including pedestrians at certain times of the day or at all times, where the existence of the highway is facilitating crime or anti-social behaviour. They can be applied to footpaths and

carriageways. The County Council must be satisfied that the following statutory criteria are met before a Gating Order is made:

- Premises adjoining or adjacent to the highway are affected by crime or anti-social behaviour;
- The existence of the highway is facilitating the persistent commission of criminal offences or anti-social behaviour;
- It is in all the circumstances expedient to make the order for the purpose of reducing crime or anti-social behaviour.

Highways provide accessibility between destinations and a Gating Order may restrict access to highway users, who are often pedestrians. It is therefore necessary to weigh the inconvenience to highway users and those properties accessed from the highway that would be caused by the closure against the potential reduction in crime and the fear of crime. Consideration may also be given to the dispersal of crime and anti-social behaviour to adjoining areas if a Gating Order is made.

Any highway should be kept open and passable to the public and a Gating Order shall only be considered if other alternative measures have proven unsuccessful and if the following additional criteria are met.

The County Council requires the promoting body, usually the local Crime and Disorder Reduction Partnership (CDRP), to provide an analysis of crime and anti-social behaviour incidents, both in the area to be gated, the adjoining area and the background levels of crime in the area. This information needs to include an analysis of types of crime and time of day at which the crimes occur. Where possible, trend data should be included. The request should contain an assessment of why closing the street or footpath is expected to reduce the incidence of crime and what alternative measures have been considered and rejected.

Where the CDRP is not the promoting body, the Partnership should be used to consider the crime analysis for the location and a copy of its advice should be included with the submission.

Information should be provided on the use of the routes and what properties or services they link, eg shops, schools, bus stops and what alternative routes are available to the public. The County Council will assess the accessibility implications if the crime analysis suggests that a Gating Order would have a significant benefit in reducing crime and the fear of crime.

If there is a demonstrable case for a Gating Order the County Council will hold a meeting with the promoting body to discuss funding and management arrangements, including:

- Public consultation and scheme promotion costs;
- Capital costs of the gates and their installation;
- Maintenance costs and responsibilities;
- Operational responsibilities;
- Public liability.

In order for a scheme to progress, the support of the community must be demonstrated at all consultation stages. A minimum support level of 66% will normally be required. This will give the County Council reassurance that there is a reasonable level of public support for gating.

If there is a strong case for a Gating Order being made, the County Council will contribute on a 50/50 basis to the scheme promotion costs and, if the scheme goes ahead, 50% of the capital cost of the gates (subject to the availability of funding). All other costs, liabilities and operational arrangements, such as long term maintenance, opening and closing of gates, must be met by the local promoting body. An appropriate agreement will be drawn up for signature by the responsible body.

Quiet Lanes

Minor rural road networks can be designated as Quiet Lanes. Such networks are roads with low flows of traffic at low speeds, which are also used by walkers, horse riders and cyclists. The purpose of the Quiet Lane concept is to improve awareness that there may be a variety of road users within minor rural lanes and to minimise the impact of motorised traffic. It is not intended that traffic calming measures should be used to a significant extent, nor speed limits introduced, to support Quiet Lanes. Small signs are used at entry/exit points to the network to remind drivers they may come across people in the road who could be walking, cycling or riding.

To designate roads as Quiet Lanes requires a significant level of consultation and community involvement, both in determining the extent and nature of the scheme, as well as in promoting and maintaining awareness of it. The proposal must follow a statutory process and be formally advertised, with any resulting objections considered before a road is designated.

There has been limited use of Quiet Lanes across the country. Schemes implemented elsewhere appear to have had a high level of support when being designated, but the outcome has seen limited success with little change in vehicle speeds and traffic flows in some locations where they have been used. Public perception of the effectiveness of some Quiet Lane schemes also appears to be limited. Although “speed orders” can be made in Quiet Lanes, they are not formal speed limits nor are they signed and cannot be enforced.

In view of the low level of benefits from Quiet Lanes in some areas of the county, they will only be introduced in Hampshire on a trial basis within a limited area, and the impact on traffic speeds, flow and non-motorised users will be assessed before consideration is given to using this measure more widely. The trial areas would be within the National Parks and the County Council will work with the National Park Authorities to development and assess this further.

Home Zones

These are roads in residential areas that are aimed at creating neighbourhoods which are not dominated by traffic and enable a range of activities to take place. This makes space available for people to use as well as vehicles. Signs identify the entry/exit points to the zone.

Home Zones can be applied to existing roads as well as new developments. Some used shared surfaces, where there may be no difference in level or any separation between sections of the highway for pedestrians and vehicles. When being applied to existing roads, considerable changes to the layout of the roads are likely to be necessary in order to achieve very low flows and vehicle speeds (well below 20 mph). Home Zones are not intended for use on roads with a through-traffic function. The purpose is to change how the roads are used, not just to reduce the speed of traffic. Home Zones therefore go beyond what may be considered as standard traffic calming measures and 20 mph zones or limits.

Community involvement is a key part of the process to designate an area as a Home Zone, in terms of agreeing what measures should be put in place and raising awareness of the scheme. The process for designating a Home Zone involves a considerable level of consultation and community engagement. The proposal has to be formally advertised and any objections considered before the roads can be designated.

In common with Quiet Lanes, “speed orders” and “use orders” can be made once the Home Zone has been designated. Use orders can be used to permit certain activities on the road, so long as access to premises is maintained and there is no obstruction to lawful use of the road. Speed orders are not enforceable speed limits but are agreed with the local community as a specified speed which measures within the zone are aimed at keeping vehicle speeds at or below.

Given the significant changes that would be needed to existing roads in order to bring traffic speeds down to below 20 mph, it is unlikely that Home Zones could be introduced in existing roads unless substantial funding is available. Home Zones are only likely to be undertaken as part of a wider environmental improvement scheme. Standard traffic calming measures may be more affordable where a problem has been identified (see Policy TM8). Although Home Zones are more likely to be achievable in new build residential developments, new residential roads are often built according to Home Zone principles without being formally designated as such (further information on the design of new residential roads can be found in the [Manual for Streets](#) and the County Council’s [Companion Guide](#)).

If a new development is to be called a Home Zone, it must be formally designated, and the statutory process for doing so cannot commence until the new roads are completed and accessible to the public. There is likely to be little benefit in doing this if the roads within the new development have been built to Home Zone principles and are already effective at keeping traffic speeds very low.

Pedestrian Zones

These restrictions are intended to create safer and more pleasant roads where there is a large concentration of pedestrians and where vehicular access to properties fronting the road can generally be provided by alternative means. The start and end of the zone is marked by entry/exit signs. Such zones are usually found in town and city centre shopping areas. In some locations there is a single paved surface and in others, a footway and separate carriageway for vehicles is retained.

Although Pedestrian Zones can prohibit motor vehicles at all times, they can also be restricted to certain hours and permit access for specific classes of vehicle or users. For instance, access to vehicles may be permitted outside of normal shop opening times, or loading may be permitted at certain times if there is no other way for properties within the zone to receive deliveries. The zone can either allow or prohibit pedal cyclists, and the decision to do this will vary according to the location. For example, it may not be appropriate to allow pedal cyclists in a zone of narrow streets.

Designating a road as a Pedestrian Zone requires a TRO and extensive consultation. It effectively removes a road to through traffic and may have a significant impact upon other roads in the area. It is also likely to be necessary to make changes to the layout and appearance of the road so that it no longer looks like a through route that is open to all traffic, in order for it to be respected by drivers. This measure, therefore, only tends to be used as part of a wider initiative to improve a town or city centre.

Yellow box junction markings

These markings are used at some junctions to keep them clear from stationary traffic. They are more restrictive than advisory 'keep clear' markings because stopping on such a marking is an offence (unless, other than at a roundabout, a vehicle is waiting to turn right and is prevented from doing so due to oncoming traffic or other vehicles waiting to turn right).

Although these markings do not require a TRO, they will not be implemented without the consent of the police, who are responsible for their enforcement. In general, they shall be provided at signalised junctions where stationary vehicles are regularly blocking the junction and preventing the free flow of traffic. They may also be considered at other busy non-signalised junctions, particularly those on bus routes and roads frequently used by emergency vehicles. They are not permitted for use on non-signalised roundabouts.

New yellow box markings at level crossings, or adjustments to existing markings at level crossings, shall only be undertaken in conjunction with Network Rail.

Policy TM6: Road classifications

Supporting Information

The purpose of classifying roads is to direct drivers to the most appropriate routes to their destination and to aid the management of the road network. The present national classification system dates back to the 1960s, although changes to the classification of roads across Hampshire has taken place since then, which have largely been associated with the development of the strategic trunk road and motorway network.

Roads are classified as either 'A', 'B', 'C' (otherwise known as classified unnumbered) or unclassified. In addition to this, some 'A' class roads are primary routes, which form part of the national Primary Route Network (PRN). This network is a series of roads between places of traffic importance across the UK as defined by the Department for Transport (DfT), although the County Council selects which roads form the primary routes to link these places. Primary routes are shown by green direction signs on roads.

Factors affected by the classification of a road

The classification of roads has a number of implications, which include:

- Route continuity – some roads form part of a much longer route, often crossing boundaries with other highway authorities;
- Maintenance - road classification is a major factor in determining the road hierarchy and both factors in turn influence the frequency of safety inspections and the response times for reactive (safety repairs) maintenance. Higher class roads tend to have (although not in all circumstances) a higher standard of construction and therefore the cost of repair per metre is more expensive. Historically, some roads were constructed differently according to their classification and have different maintenance requirements. Wholesale changes to classifications could therefore affect maintenance resources and service provision;
- Winter maintenance - road classification and road hierarchy are factors in determining the response to weather emergencies, in particular Hampshire's winter response for salting and snow clearing. Further information on road salting can be found in the Highway Maintenance Management Plan;
- Street works - the classification of roads can affect the constraints placed on utility companies carrying out works;
- Funding – the grant the County Council receives from the Government for highway maintenance is affected by road classification. The amount of funding per mile for 'A' class roads is significantly higher than that for other classes of road. The main general grant received from the Government may also be affected since part of the grant is based on the amount of traffic carried on 'A' class roads;
- Planning consent - vehicular access crossings constructed onto an 'A', 'B' or 'C' class road require planning permission;
- Signing – as well as changing direction signs following re-classification, some signs need to be illuminated on 'A' class roads that do not need to be illuminated on other roads.

Assessing road classifications – primary routes

Roads currently designated as a primary route will already be using the highest standard road within the county to link the designated primary destinations. There is also a need for such routes to be as direct as possible. It is therefore unlikely that the primary route designation will be removed unless significant improvements are carried out on an alternative road which would then be more suited as a primary route. In addition to this, possible changes to the designation of primary routes will need to be made in accordance with DfT guidance.

It should be noted that under EU Directive 89/460/EC, primary routes must provide unrestricted access to 40 tonne vehicles. The classification of all other roads does not affect the ability to introduce traffic restrictions, where it is appropriate to do so.

Assessing road classifications – all other roads

There are wide variations in the character and quality of roads across the UK and also within Hampshire. Therefore it is not possible to define a fixed set of standards which would clearly state what the classification of a particular road should be.

The DfT has suggested the following descriptions for different road classifications:

- An 'A' road will generally be amongst the widest, most direct roads in an area, and will be of the greatest significance to through traffic;
- A 'B' road will still be of significance to traffic (including through traffic), but less so than an 'A' road;
- A 'C' road will be of lower significance and be of primarily local importance, but will perform a more important function than an unclassified road;
- An unclassified road will generally have very low significance to traffic, and be of only local importance.

It is vital that classifications are set in context to local roads within the area. An 'A' class road in one part of the county may be very different to an 'A' class road in another part, but a main factor in determining the appropriate classification is how that road relates to others in its immediate area within the road network.

The objective behind downgrading the classification of a road will often be to reduce the amount of through traffic. However, it is unlikely that this can be achieved through re-classification alone, and driver behaviour is unlikely to change unless a suitable and convenient alternative route exists. The only immediate change from re-classification will be amendments to direction signs, but this is unlikely to affect the route choice of drivers who are familiar with the area. It will take longer for the changes to have an impact on those who use maps and satellite navigation systems as this will only occur as and when these are updated.

In addition to DfT guidance on road classification and the general factors listed above, the following will be taken into account when considering whether a road should be re-classified:

(i) Downgrading a road's classification:

- If the main function of the road is for through traffic, does a suitable alternative route exist of an equal or better standard that drivers are likely to use?

- How does the change affect the current maintenance and inspection regime?
- Does the alternative route for through traffic still provide a reasonably direct link for medium and long-distance traffic?
- Is re-classification likely to result in an improvement in the local environment and/or safety?
- If a road is being re-classified as a result of a new road being provided, measures to deter through traffic traffic on the re-classified road should be considered;
- Can re-classification be undertaken without breaking continuity of the route for through traffic?
- Could re-classification encourage more non-motorised users to use the road?
- If the re-classification affects neighbouring highway authorities, do they support the changes?

(ii) Upgrading a road's classification:

- If upgrading is likely to result in additional traffic, an assessment of the road will need to take place to determine whether any maintenance works are required and if there will be an impact on congestion and safety;
- How does the change affect the current maintenance and inspection regime?
- Analysis of injury accidents should be undertaken;
- How will re-classification affect non-motorised users?
- Residents and businesses fronting the section of road proposed for re-classification should be consulted;
- If the re-classification affects neighbouring highway authorities, do they support the changes?
- How will re-classification affect route continuity?

Procedure for re-classifying roads

Once an initial assessment to consider the factors described above has been undertaken, consultation will take place locally on any proposal to re-classify a road, including neighbouring highway authorities that may be affected. The matter will also be considered by the Traffic Manager in terms of the potential impact on the road network prior to a decision being taken by the Executive Member.

Policy TM7: Pedestrian and cycle crossings

Supporting Information

Facilities to help pedestrians, cyclists and horse riders cross busy roads can be a vital part of the local highway infrastructure. Difficulty in crossing roads can be a barrier to encouraging more journeys to be taken on foot or by pedal cycle.

Pedestrian crossings are positioned as close as possible to 'desire lines'. These are locations where pedestrians are already choosing to cross the road as part of their route. There are a variety of crossing facilities that can be used, the choice of which depends upon the level of demand and difficulty in crossing a road, physical constraints of the location in question, and cost.

The following information describes common types of crossing facilities and the circumstances in which they may be considered.

Pedestrian refuge islands and informal pedestrian crossing facilities

Where sufficient road width is available it may be possible to provide a refuge island. What constitutes suitable road width will vary according to the location, such as the type of road, the composition of traffic and the likely level of use of the island. Consideration must be given to the movement of abnormal loads and large agricultural vehicles. The impact on cyclists passing the island must also be taken into account. Refuge islands intended to help cyclists cross will need to be wider than those where only small numbers of pedestrians will cross at the same time.

The cost of providing a refuge island may be higher on roads where there is street lighting if 'keep left' signs are required, since these must be illuminated (except when provided at traffic signals). Whilst bollards incorporating solar powered 'keep left' signs are available, it may be necessary for a high level 'keep left' sign to be provided to improve driver forward visibility onto the refuge island, and such signs generally need to be mains-powered.

Where it is not possible to provide a refuge island due to site constraints, cost or limited numbers of pedestrians crossing, there are alternative measures available such as pedestrian build-outs. It may be possible to build out the footway to provide an informal crossing point. This has several advantages: if the measure narrows the width of the carriageway at the crossing point, it can improve pedestrians' visibility when crossing the road and it can also improve drivers' visibility of pedestrians waiting to cross. These build-outs do not require as much road width as refuge islands, but they are not suitable in all locations.

If neither refuges nor pedestrian build-outs can be provided, another option may be to highlight a particular part of the road where it is safe to cross through the provision of dropped kerbs, tactile paving and bollards.

Other factors that may affect where a crossing facility can be provided include:

- On-street parking and whether it needs to be restricted;
- Drivers' visibility onto the crossing area;

- The position of nearby driveways and private access roads;
- Street lighting;
- Carriageway drainage.

Pedestrian refuge islands and informal crossing facilities will not normally be provided in close proximity to an existing signal controlled or zebra crossing.

Signal controlled crossings

A policy is used to ensure requests for controlled crossings are assessed objectively and consistently. This policy covers requests for Pegasus, Pelican, Puffin and Toucan crossings. However, it is also required to assess the need for facilities when a new development is proposed, or as part of a wider transport scheme or policy objective such as encouraging more sustainable travel by reducing reliance on the private car for journeys to work and school.

Controlled crossings are provided to facilitate access for pedestrians, cyclists and occasionally equestrians. They can have an important role in promoting safety, accessibility and convenience, but are expensive to install, and incur operating and maintenance costs, as well as requiring refurbishment or replacement at the end of their operating life. They can also increase delay for other road users, particularly if they are faulty. In order to ensure equality of provision and value for money, it is important that pedestrian crossings are provided at locations with the greatest need, and that assessments are carried out in a consistent way.

The County Council uses a well established objective numerical assessment for considering requests for controlled crossings based on the PV^2 value (where 'P' is the number of pedestrians, cyclists and horse riders, and 'V' the number of vehicles). It is used to identify the difficulty pedestrians have in crossing a road.

The following process shall be used for assessing the need for a controlled crossing:

(i) Initial site survey and preliminary assessment

This will identify whether a crossing could physically be constructed and to assess whether the likely usage and degree of difficulty currently experienced crossing the road justifies a costly full assessment. Pedestrians waiting to cross should be clearly visible to approaching drivers. In addition to this, the crossing should be located as close as possible to where pedestrians are already crossing. The degree of difficulty pedestrians face crossing a road is likely to be the deciding factor in whether or not they will walk to a formal crossing.

Where a crossing could be physically constructed then an initial one hour survey shall be undertaken and indicative PV^2 value obtained at a time when a large number of pedestrians are anticipated to cross, and coinciding with peak traffic volumes. A further assessment is only generally appropriate where the initial PV^2 value is greater or equal to 0.25×10^8 . In exceptional circumstances a full assessment may be appropriate where the PV^2 value is lower in cases such as on abnormal load routes (since it may not be possible to provide a refuge island) or where there has been a serious accident involving a pedestrian.

On dual carriageways, the PV^2 value shall be applied to each carriageway independently.

(ii) Assessment of need

A survey will be carried out over a 12 hour period to determine the number of pedestrians and vehicles, 50 metres either side of the proposed crossing location. In order to take account of other important factors in the PV^2 value, a weighting factor will be applied to vulnerable pedestrians (children, older people and disabled pedestrians), and the barrier effect of a busy road that is difficult to cross shall be included by taking account of the speed limit, width and accident history of the road. This will produce the P_mV^2 value.

The value shall be obtained from an average of the four busiest hours over the 12 hour survey period. Controlled crossings are only appropriate where the P_mV^2 value is greater, or equal to 1.0×10^8 . This is to ensure that crossings are only provided where the degree of difficulty pedestrians would experience is assessed over a sufficiently long period to reduce the likelihood that they would generally cross without waiting for the crossing to operate.

In borderline cases, additional factors should be considered, such as the likelihood of the crossing being used if it is away from immediate desire lines, if it would result in the loss of on-street parking, proximity to other crossings, the effect on road safety, its impact on traffic and whether the proposed crossing would serve part of a long-distance off-road route or a network of such routes and Rights of Ways.

(iii) Ranking

Where new crossings have been assessed to be justified, the need will be prioritised if the number of locations exceeds the funding available.

- (a) Sites exceeding P_mV^2 value of 1.0×10^8 will be justified, and subject to physical constraints on site, be considered for implementation when funds are available. Sites will be added to a primary list where funding is not available.
- (b) Sites between P_mV^2 value of 0.5×10^8 and 1.0×10^8 would be added to a secondary list for review and monitoring as part of a forward programme. Those sites where external funding is available may be implemented.
- (c) Sites between P_mV^2 value of 0.2×10^8 and 0.5×10^8 would not normally be suitable for a controlled crossing. Alternatives such as a pedestrian refuge island or a zebra crossing may be considered.
- (d) Sites below P_mV^2 value of 0.2×10^8 would not normally justify a controlled or zebra crossing, but the site may be reviewed on its merits with regards to local and/or special needs, and subject to funding.

Zebra crossings

Consideration will be given to the installation of a zebra crossing taking into account the above criteria for signal controlled crossings and the following factors:

Zebra crossings:

- Are unsuitable where gaps in traffic are few and waiting times are long;
- Should not be considered where 85th percentile speeds are greater than 35 mph or where the speed limit exceeds 30 mph;
- Must not be sited close to traffic signals or signal-controlled crossings;
- Should not be installed where there are significant numbers of known users with severe visual impairment;
- Zebra crossings will only be installed where a system of street lighting of approved standard exists.

Pedestrian facilities at signalised junctions

The presumption is that controlled pedestrian crossings should be included at new traffic signal junctions where they form part of a continuous pedestrian link.

There may be reasons to exclude the provision of controlled pedestrian crossings on some or all arms of a junction. These may include:

- The number of pedestrians crossing is minimal and in these circumstances uncontrolled pedestrian crossings may be more appropriate;
- The impact of providing a pedestrian crossing has a significant detrimental effect on traffic capacity. In these situations 'walk with traffic' crossings may provide a suitable alternative;
- No pedestrian footways serve the crossing location.

New controlled pedestrian crossings may be installed at existing traffic signal junctions unless the above circumstances are incurred.

Traffic signals should not be considered solely as a means to provide controlled pedestrian crossings. Traffic signals incur greater traffic delays and longer waiting times for pedestrians when compared with standalone controlled crossings.

Where the controlled pedestrian crossing extends across the full width of the carriageway the effect on traffic delay may be considerable. Staggered pedestrian crossings may allow 'walk with traffic' facilities to be provided which would offer greater efficiency in terms of traffic capacity. 'Walk with traffic' facilities may enable one or more pedestrian crossings to operate simultaneously with non-conflicting traffic movements.

Only where the crossing forms part of an off road cycle network shall Toucan facilities be provided.

The provision of audible pedestrian signals would only be considered where all arms of the junction include controlled crossings and only when they all appear simultaneously. All controlled pedestrian crossings should include tactile rotating cones on the underside of the push button nearest to on-coming traffic, which operate only when the green man appears.

Policy TM8: Traffic calming

Supporting Information

Although commonly associated with reducing speed, traffic calming can also be used to deter traffic from using a particular route. It is expensive to install and maintain which means it cannot be provided in all roads where traffic is exceeding the speed limit or wherever traffic is using local roads to avoid congestion on main routes. In addition, although there are benefits from lower speeds and/or traffic flows, there can be disadvantages to certain road users.

There are many different types of traffic calming measures available. What is suitable in one road may not be suitable in another due to factors such as the available road width, the speed of traffic, the type and flow of traffic using the road, and cost.

Road humps and other vertical deflections

Measures that change the vertical alignment of a road are known as vertical deflections. They include:

- Round top road humps – usually the most severe type of hump, which extend across the width of the road. The most effective hump in terms of slowing traffic, but the least comfortable to drive over, especially for vehicles with long wheel bases;
- Flat top road humps – short humps which extend the full width of the road and are often used at pedestrian crossing points;
- Speed cushions – small road humps which slow cars and vans but are narrow enough for wider vehicles to pass over with less effect. Often more suited where humps are used on a bus route. The ability of buses to drive over them easily may be affected by the presence of parked vehicles;
- Speed tables, raised junctions – these are longer flat top road humps that usually enable both axles of a vehicle to be in contact with the hump at the same time, which provides a smoother ride for buses. They can also highlight the presence of a junction or crossing point and help pedestrians to cross;
- Rumble strips – these are used to provide a vibration within a vehicle. Some types of rumble strip may not be appropriate for use close to residential properties due to noise and vibration;
- Overrun areas – these visually narrow the road to help slow traffic. They are slightly raised and in a different material to the rest of the carriageway, but can be overrun by large vehicles which need more room to manoeuvre.

The Highways (Road Humps) Regulations 1999 state that humps can only be used in 30 mph limits and on roads with street lighting, unless there is a 20 mph limit in place. The Regulations also specify the maximum height of humps. Another speed reducing measure will be needed in advance of the first road hump if it is likely that traffic could approach it at speed. There is a requirement to consult the emergency services and the local district council, and to advertise proposals for road humps.

New round and flat top humps will generally not be installed on existing roads as they are not particularly popular with residents or drivers due to the severity of these features. In addition, round top humps and flat top humps can cause problems for

snow ploughs. Speed tables, raised junctions and speed cushions will be the preferred method of slowing traffic where a need for vertical measures has been identified, and this will generally be in situations where there is a particular need to reduce speeds significantly below 30 mph.

The use of horizontal measures should be considered and ruled out, if necessary, before road humps and other vertical measures are put forward.

Pinch points and other horizontal deflections

Measures that change the horizontal alignment of a road are known as horizontal deflections. They include:

- Pinch points – measures that narrow the road on both sides with no signs to advise drivers who has priority. They are most effective when there is relatively balanced traffic flows in each direction;
- Build-outs – the road is narrowed only on one side which forces drivers to give way to traffic on the opposite side. Priority signs/markings may be provided. If the road is wide enough it may be possible to provide a by-pass for cyclists;
- Chicanes – these are build-outs on both sides of the road which are staggered so they are not opposite each other. They are less suitable on roads used frequently by large vehicles since the length of the stagger would be too great to have a significant speed-reducing effect;
- Traffic islands – similar to pedestrian refuge islands, but do not accommodate pedestrians due to the absence of dropped kerbs. Often used to prevent overtaking or to separate cyclists from other traffic.

The ability of larger vehicles to use roads with these measures is an important factor in determining what features are appropriate. For instance, some roads are frequently used by abnormal loads and therefore it may not be possible to provide traffic islands. In rural areas, consideration must be given to the movement of large agricultural vehicles. Horizontal measures can also reduce the availability of on-street parking, which may not be acceptable.

Criteria for vertical and horizontal deflections

In general, traffic calming measures that consist of vertical or horizontal deflections may be considered in the following circumstances:

- New roads as part of a development in order to keep speeds low in areas where there are likely to be pedestrians crossing and cyclists, or other community uses such as schools, shops and other frontage activity;
- Existing roads adjacent to new developments or other highway schemes to mitigate the effects of the development/highway scheme;
- Roads where there is a history of injury accidents;
- Outside of or on the approaches to schools where traffic speeds are excessive for the location;
- To address a safety issue that cannot be resolved with other measures;
- To reduce traffic speeds along an on-road cycle route;
- To encourage through traffic to use more suitable alternative routes;

- Where there is a high proportion of through traffic on roads that are not suitable for this purpose and where other more appropriate routes for this traffic are available;
- Town and village centres, or other locations where there are high numbers of pedestrians and cyclists;
- Roads where the speed limit is below 50 mph, Community SpeedWatch has been undertaken for at least a year and mean speeds are still in excess of the speed limit.

Where funding is limited, priority for these measures will be given to those locations with a history of injury accidents, particularly those involving pedestrians and cyclists. It may be appropriate for measures such as narrowed junctions, build-outs and pinch points to be provided on a trial basis using temporary materials so that its impact can be monitored before deciding whether they should be used on a permanent basis.

The impact on and needs of cyclists must be taken into account when considering vertical or horizontal measures. Gaps should be provided to enable cyclists to bypass the traffic calming where possible.

Other traffic calming measures

The measures described above can be expensive to install and may be unpopular with some road users and local residents. Other methods are available which are cheaper and tend to receive less opposition, although they are not as effective as the measures which alter the alignment of the carriageway.

(i) Gateways

These features usually coincide with entrance to a settlement or the start of a lower speed limit and are intended to draw drivers' attention to the change in the limit. In their most basic form they may consist of enhanced traffic signs, but there is flexibility in the form that the gateway can take, such as using fencing or planting. The main purpose is to signify a change in the character of the road where traffic should slow down.

On roads where the speed of traffic approaching the lower limit is particularly high or where there are a large proportion of drivers exceeding the speed limit, there may be a need to make the speed limit signs especially conspicuous. The use of new speed limit signs with yellow backing boards shall be restricted to such locations or those where there is a history of injury accidents. A speed limit 'roundel' marking can also be provided to give further prominence to the change in speed limit, but their use will generally be limited to 'A' and 'B' class roads. 'Dragons teeth' markings shall also be restricted in use, due to their visual impact, to those locations where approach speeds are high.

Gateways can be combined with vertical and horizontal measures to give further prominence to the start of a lower speed limit.

(ii) Removal of signs and road markings

The absence of some signs and markings can encourage drivers to proceed more cautiously. For instance, it may be possible to remove road centre lines. However, it is unlikely to be appropriate to do this on high speed roads.

Removing or reducing the size of direction signs on local roads that are not suitable as a through route can be a deterrent to non-local traffic.

(iii) Coloured road surfacing and road markings

Red or buff coloured surfacing can be used to highlight particular areas of the carriageway by providing a contrast in its appearance. Red colour may be used beneath 'SLOW' markings to highlight particularly sharp bends or on the approaches to junctions where there has been a history of accidents. It is also used in combination with gateway features and speed limit roundel markings.

A change in the colour of the road surface can be used to highlight hazards, such as junctions or where the road narrows. Consideration will be taken of the character of the area the road runs through when determining the use and colour of coloured surfacing, especially when it involves a large area of the carriageway. However, it may be necessary to use bright coloured surfacing as part of injury accident reduction schemes. The use of such measures has proved to be highly effective in reducing injury accidents.

High friction surfaces, which are used to assist vehicle braking and reduce skidding, can also be coloured.

Road markings can be used to create the impression to drivers that the road is narrower than the available carriageway width, in order to slow traffic. Further information on this can be found in Policy TM3 under "carriageway centre lines, edge lines, road studs and hatched markings."

Impact of traffic calming on the street scene

In rural and environmentally sensitive areas the design and materials used for traffic calming measures should not look too urban in appearance. Materials should be used that blend in and compliment the surroundings where possible. This is particularly important in the National Parks and Areas of Outstanding Natural Beauty.

The same speed reducing effects that standard traffic calming measures produce could be achieved through the use of more sensitive techniques instead. For instance, in a rural lane it may be possible to provide a road narrowing feature through reducing the width of the carriageway by widening the verge and without necessarily using kerbing. Many rural lanes and historic town and village centres have very narrow sections of road and tight bends that slow traffic, forcing drivers to proceed cautiously. In some locations such features could be replicated to some extent where new speed reducing measures are required, and this approach should be considered before more standard measures are applied.

Whilst it will always be preferable to install traffic calming measures that fit their surroundings and do not look out of place, safety will always be the priority and therefore the measures will need to be conspicuous to drivers. This is usually achieved through the use of reflectors, signs and road markings, but these inevitably bring a more standard and urban appearance. The extent to which these are used varies according to the site and the design of the traffic calming measures, as well as factors such as the approach speed of traffic and visibility.

Another consideration is cost. Traffic calming that uses less standard materials is not only more expensive to install, but more costly to maintain and there may be difficulty sourcing identical replacement materials in the future if particularly unusual or bespoke materials were used originally. Some materials may also require more frequent maintenance, particularly where traffic volumes are not low or if HGVs make up a significant proportion of traffic.