

IMPLEMENTATION

PUBLIC INVOLVEMENT**Purpose**

2.1 The key to successful traffic calming is acceptance by the local community. The best way in which this can be achieved is for local interests to be involved in the preparation, design and implementation of schemes. Such involvement serves several purposes:-

- The local community needs to feel that it has played a part in achieving the benefits that the scheme will bring
- The different and sometimes conflicting interests in the area need to be fully considered during the design process of each scheme
- The designers themselves need to have the benefit of local knowledge and ideas

- A wider understanding and acceptance of the purpose and benefits of the scheme can be promoted
- Public responses can assist in the preparation of annual traffic calming programmes

Those Who Need to Be Involved

2.2 The range of bodies involved depends on the scale and type of scheme being planned, but should be as wide as possible.

2.3 Formal consultations are required with the Police, Fire and Ambulance Services. They will make their own requirements known and be able to give helpful advice. Other bodies to be consulted include Statutory Undertakers and Bus Operators.

1: Publicity leaflets used during the Enhancement Programme for Sidmouth Town Centre. (Photo: Devon County Council)

2.4 The District, Town and Parish Councils have an important role in the public participation process. Informal officer consultation is an important step in agreeing schemes with District Councils. The local County and District Councillors for the area should always be kept informed, and they should be invited to any public meetings which may be arranged. It is also helpful for a scheme to have the backing of a well-known and respected local figure. There may be opportunities for joint schemes to be undertaken with the District Councils, particularly when the traffic calming scheme involves a substantial element of environmental enhancement.

Where traffic calming measures are to be implemented as part of a new development, consultations are carried out through the planning process conducted by the District Councils.

2.5 It is also important to establish a dialogue with those who live or work in or otherwise use the area. Residents' groups, civic societies, chambers of trade and commerce and other representatives of particular interests can play a valuable part. Where appropriate local traders and schools should be included in the consultation process.

2.6 Improving road safety is one of the main objectives of traffic calming and the



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involvement of Road Safety Officers is very important. They will give expert advice on road safety matters and also provide valuable links with the local community particularly through their liaison with schools.

Participation

2.7 Various methods of participation and involvement can be employed to supplement formal consultation procedures. It is desirable to raise public awareness of the importance and potential of traffic calming through the dissemination of information and the mounting of publicity campaigns. This may involve meetings, exhibitions, special events, competitions, leaflets and questionnaire surveys. Media coverage needs to be encouraged.

2.8 Participation and consultation focused on individual schemes needs to take place at two key stages of the work. Firstly it is necessary to define the precise nature of the problems which the scheme is meant to address. Schemes may be more readily progressed where local traffic or environmental problems have been identified in the first instance by the local community or where successful traffic calming schemes have been implemented nearby. Secondly it will be necessary to seek views on the design proposals and to resolve any conflicts that arise. A third stage may be added to agree any final adjustments to the scheme during construction.

2.9 Where possible the views and reactions of those affected by traffic calming schemes should be sought before and after

implementation. Neighbouring areas likely to be affected by such matters as the displacement of traffic should be included in the surveys.

2.10 Devon's experience ranges from one-off schemes for a particular street to comprehensive enhancement packages for important historic towns such as Dartmouth, Sidmouth, Tavistock and Totnes. In the latter cases consultation with traders and local organisations was arranged through the establishment of Steering Groups involving members of the County, District and Town Councils. These Steering Groups were supported by officer working groups who prepared environmental management plans. Member-level groups may not be necessary in every case.

2.11 Participation is more effective when members and officers make themselves available to explain the proposals and to listen to the views of local people. In the case of larger schemes temporary local information points can be established and retained until construction is complete.

2.12 It will often be helpful in promoting a scheme to show how problems have been dealt with in other towns. Attention can be drawn to examples given in documents such as this and visits can be arranged to actual schemes.

2.13 It is sometimes appropriate to seek views on two or more design options, and perhaps to implement some form of experimental scheme before final decisions are made.

2 and 3: Public exhibitions involve the local community in the planning process and help in the preparation of the final scheme. (Photos: Devon County Council)

**ENVIRONMENTAL TRAFFIC AND
ACCIDENT PREVENTION SCHEME**


Burnthouse Lane Exeter

AN EXHIBITION OF DRAFT SCHEME PLANS
BRADLEY ROWE FIRST SCHOOL
TUESDAY 6th OCTOBER AND WEDNESDAY 7th
OCTOBER 1987
8.45 a.m. to 6.00 p.m. each day
ALSO
A PUBLIC MEETING BRADLEY ROWE FIRST SCHOOL
7.00 p.m. WEDNESDAY 7th OCTOBER 1987

WE NEED YOUR VIEWS

I hope that you will be able to visit the Exhibition and/or attend the Public Meeting to comment on the proposals and help in finalising the details.

DEVON COUNTY COUNCIL
ENGINEERING AND PLANNING DEPARTMENT


Devon

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2.14 To be effective, participation and consultation need to be based on up-to-date information about the traffic and environmental problems in the area. Reference to accident, traffic, parking, and environmental data is important. Design proposals need to be clear, accurate and attractively presented in non-technical language. People need to be able to identify their own property on any plans displayed and to understand exactly how they will be affected by the scheme. The purpose of the consultation needs to be explicit, as should the address to which comments have to be

sent and the closing date. Forms on which people can set out their views assist in collating and reporting the responses.

2.15 The involvement of the various local interests in a scheme can help in arriving at the best available solution. However where a compromise has to be made to satisfy any particular interest it is important not to undermine road safety benefits or the overall effectiveness of the scheme.

SCHEME DESIGN

2.16 It will usually be the case that traffic calming measures are accompanied by some form of environmental enhancement, and indeed traffic calming schemes are likely to be more successful and popular where the overall appearance of the street scene is improved. The types of enhancement measures which may be used are described in Section 3 of this document, and examples of good practice are illustrated in Section 4. The objective must always be to achieve an environmentally sympathetic scheme which complements the highway safety requirements and does not give rise to maintenance problems. Access requirements to individual properties need careful consideration.

2.17 In designing a scheme the needs of all groups of people have to be taken into account but particularly those with a handicap or special needs. The Institution of Highways and Transportation has prepared a set of guidelines under the title "Providing for People with a Mobility Handicap" to

inform planners and engineers on the requirements of those users of highways and transport who are disabled in some way.

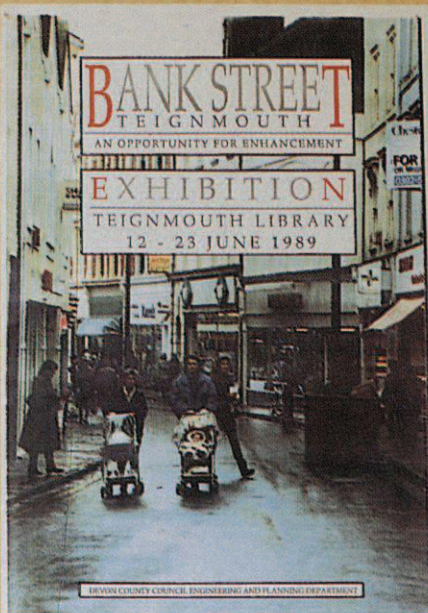
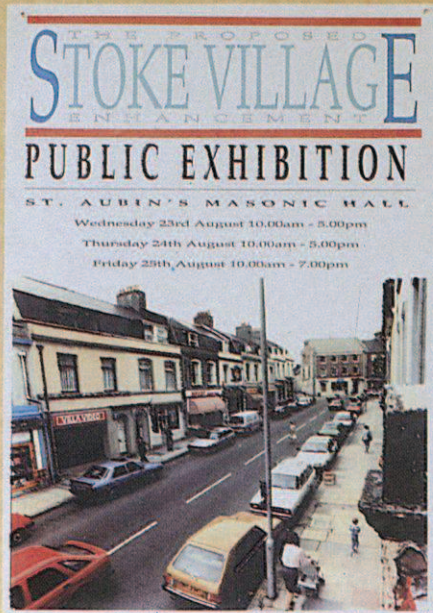
2.18 Particular care is needed where a scheme is designed for a Conservation Area or other area of special architectural or historic interest. It is generally appropriate to use high quality materials which are traditional to the area. The choice of materials is not only important to enhance the appearance of the area, but also to assist in defining the different functions of the various parts of the street.

2.19 Consideration should also be given to providing a design theme within particular towns or parts of towns. This

approach has been followed, for example, in Totnes, Dartmouth and Sidmouth. The management plans for these towns incorporate an appropriate selection of materials, taking account of future maintenance requirements in terms of availability and cost.

2.20 It is important for developers to appreciate that they need to observe these guidelines in respect of traffic calming measures which are to be incorporated into new developments to ensure that no problems arise with regard to the roads being adopted by the Highway Authority.

2.21 In some situations traffic calming measures may need to be adjusted in the light



4: It is essential to keep the public informed on the progress of any works and to explain any new features being introduced. (Photo: Devon County Council)

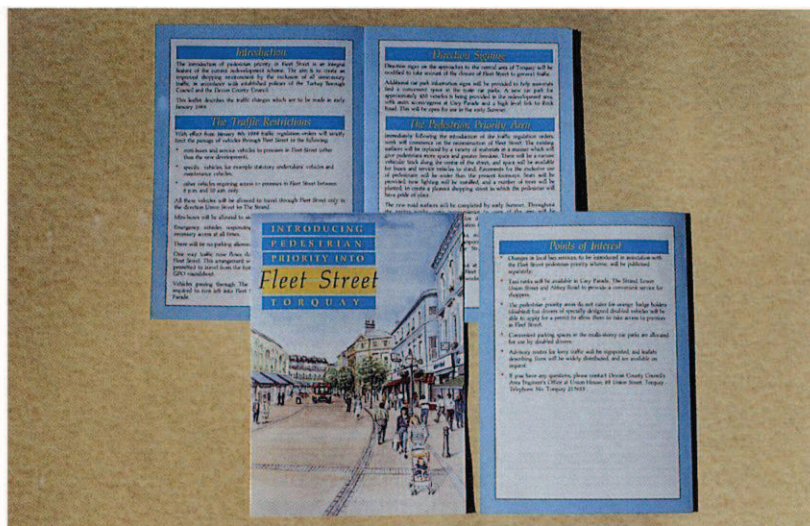
of experience or where there may be a change in circumstances resulting in the particular measures no longer being the best arrangement. Consideration needs to be given to this possibility in appropriate cases at the design stage.

SCHEME CONSTRUCTION

2.22 The construction of the scheme needs to be planned and managed with the objective of ensuring the least possible disruption to the area, particularly in the case of residential, shopping and tourist areas. In the case of large schemes it may be appropriate to phase the construction works over more than one financial year, with a break in the operations during the summer periods and for Christmas. This approach was adopted successfully in Brixham with the support of local traders.

2.23 Careful supervision of contractors is needed to ensure that their operations are carried out smoothly. Any failure on the part of contractors to meet their deadlines or to minimise the disturbance to the locality reflects badly on the highway authority and the scheme.

2.24 The success of the scheme depends to a large extent on the quality of the workmanship. Careful attention to the detailing of the scheme is essential, particularly where there are changes in materials or the pattern of paving, and where street furniture is installed. A careful choice of the contractors to be included in the tender list is vital in achieving the good standard of workmanship essential to gain acceptance of the scheme by local people. The overall impression of a scheme is likely to influence people's attitudes to proposals for future schemes in their area.



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MAINTENANCE

2.25 Traffic calming schemes need to be designed to minimise maintenance difficulties and costs. Attention to detail such as the avoidance of litter traps is most important. High quality design and materials can often reduce future maintenance costs as well as enhancing the appearance and popularity of schemes. Nevertheless a balance often needs to be struck between initial capital cost and ongoing maintenance costs. Future maintenance is a particular consideration when such works carried out by a developer are to be adopted on completion. Involvement of frontage

property owners can be of great benefit, for example by sponsorship or contributions to particular materials or features and by encouraging them to report damage. In addition they can take the initiative in the maintenance and/or improvement of planted and landscaped areas and by the sweeping of paving fronting their property.

PROGRAMMING

2.26 Traffic calming schemes can be programmed in several ways. Firstly, a rolling programme of “stand alone” schemes should be drawn up to tackle identified problems in specified locations. Secondly, traffic calming schemes can be incorporated within programmes, such as those for housing improvements and new developments. Thirdly, the policy framework and design guidance in this document allow traffic calming measures to be implemented whenever roads and streets are being modified, repaired or re-laid. Thus opportunities for traffic calming are presented when works are carried out by Statutory Undertakers as well as highway repair and maintenance programmes. Liaison with the Statutory Undertakers is therefore vital to ensure that such opportunities are not lost.

FUNDING

2.27 Specific budget provision may be made for traffic calming schemes or they can compete in the priority lists in the usual

manner. However, there are a number of other sources from which traffic calming schemes may be funded, including Transport Supplementary Grant for local safety schemes. It is important therefore that there is close liaison in the planning and design of all traffic calming, highway improvement and enhancement schemes so that the various highway programmes are complementary.

2.28 Other sources of funding include grant aid from English Heritage for certain schemes in Conservation Areas where agreed “Town Schemes” operate and contributions from District Council conservation budgets. Town Councils can often assist in the funding of, for example, street furniture. Adjoining property owners, particularly in shopping streets, may also wish to contribute to the enhancement of their own land as part of the schemes. In at least one case in Devon, a company contributed to the enhancement of a substantial area of the scheme, and sponsorship from local companies for various elements of a project is quite common. It may also be appropriate for developers to make substantial contributions or to construct schemes as part of their proposals. In cases where development would not be allowed unless associated traffic calming measures were introduced, developers would be expected to pay the full cost.

2.29 Opportunities for additional financial contributions towards a scheme should therefore be sought wherever



possible, and the consultation process usually provides the best vehicle for such opportunities to be explored.

MONITORING

2.30 Monitoring of the scheme following its opening and comparisons with “before” studies are necessary to enable the highway authority to evaluate the effects of the scheme and to secure appropriate modifications where these can be achieved at a reasonable cost. However, in most cases, major changes are not likely to be practicable or cost effective. The main benefit of monitoring is to provide information which increases the highway authority’s knowledge of good and bad practice in the design and implementation of traffic calming and enhancement schemes. An analysis needs to be made of the effects on surrounding areas. Monitoring can also help to ensure that the scheme is maintained to a high standard.

2.31 Monitoring is also an essential element in the procedures for both the County Council’s Safety Audit and Environmental Audit and provides a check on the scheme’s effectiveness in achieving safety and environmental benefits. The documents prepared by the County Council for these audits include checklists for design and maintenance engineers and planners.