

### 3.25 REGULATIONS

#### OBJECTIVES

- To legally reinforce the road user behaviour objectives of traffic calming designs

#### DESIGN FEATURES

The aim of all traffic calming schemes should be to achieve the desired effect through physical design rather than by regulations. Signs and markings should be kept to the minimum required. In the case of parking, the use of controlled zones with exceptions for designated bays may be appropriate. Where yellow lines are unavoidable it may be possible to use yellow bricks set in the road. Where possible, signs which are required should be integrated with buildings and street furniture to reduce their visual intrusiveness.

#### APPLICATION

Traffic calming measures do not generally involve amendments to traffic regulations other than the creation of zones with a speed limit of less than 30 mph. Some schemes will involve additional parking and waiting restrictions.

#### DIMENSIONS

Consideration should be given to the maximum size of area within which slow speeds apply. No part of a 20 mph zone should be further than 1 km from a road with a 30 mph or greater speed limit. Some

restriction on the length of “mixed priority” through-road which is to be subject to the 20 mph speed limit may also be desirable.

#### SUPPORTING MEASURES

Legal changes need to be explained in the context of the objectives of traffic calming schemes through the usual media channels including educational projects, publicity material, public meetings and advertisements.

#### POSITIVE FACTORS

- Reinforces physical design and clarifies legal liability for road users

#### NEGATIVE FACTORS

- Involves the use of unsightly markings and/or signs