

# Traffic calming

Traffic calming can be used effectively to reduce traffic speeds and improve safety. It is better to design speed reducing features into the design of new roads, rather than retro-fitting measures, which are costly and can be unsightly in some cases. A few more considerations for traffic calming for new developments are outlined below

## Traffic calming in new streets

The design of new residential developments should be based on an absolute maximum design speed of 20mph. This can be achieved using 'natural' speed reducing features, such as introducing bends in the carriageway, and reducing widths. The spacing, form and proximity of buildings, changes in material, tighter radii or reductions in carriageway widths can also help to reduce speeds. The key consideration is avoiding long stretches of clear straight carriageway ('effective straights') of any distance greater than 70m, thereby reducing opportunities for drivers to increase speed.

Speed reduction can also be achieved through reallocating carriageway space, using localised narrowings, to accommodate street furniture, trees and planting, and infrastructure such as EV chargers or P&D machines.

Sustainable drainage systems (SuDS) such as bio-retention pods can be incorporated into localised narrowings.



**Fig 1: Typical speed table**



**Fig 2: Typical pedestrian refuge**

Traffic calming should consist of horizontal measures in preference to vertical measures such as speed tables, on bus routes, key routes for emergency services or routes with high HGV flows (5% or greater). Where speed tables are proposed on bus routes or key emergency vehicle routes they should be a minimum length of 12m.

## Traffic calming on existing roads

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Types of traffic management measures and their pros and cons can be found at:

[www.trafficchoices.co.uk](http://www.trafficchoices.co.uk). Various traffic advisory leaflets are also available outlining the requirements and considerations for traffic calming measures.

In some cases, development may require installing traffic management measures on existing roads, to mitigate the impacts of additional traffic.

In exceptional circumstances, it may be a requirement to install traffic calming on the approach to a new junction in order to achieve visibility splays for lower traffic speeds. Should such highway measures be considered appropriate by the highway authority, they would need to be part of a wider package of measures to reduce speeds onto the approach to the junction, and not applied in isolation.

We generally do not favour the use of mini roundabouts in Bristol for traffic calming purposes. Due to the density of the city and high volumes of pedestrian and cycle users, mini roundabouts are not considered appropriate, as the potential for conflict with more vulnerable road users is high.

## Consultation requirements

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Where traffic calming is proposed on a key route, developers should consult with emergency services prior to submission of a planning application, and with bus operators if on a bus route.