

Traffic Calming Measure Options - Greg Street Feasibility					
Measure Type	Measure Options	Advantages	Disadvantages	Viable?	Further Comments
Controlled Crossings	Zebra Crossing	Provides good crossing point.	Drivers sometimes ignore pedestrians waiting to cross. Drivers can forget it is there; this can lead to accidents.	X	It would be beneficial to the Greg Street area in calming traffic; however, it would be difficult to locate due to parked cars and also it is expensive.
	Puffin Crossing	Provides good crossing point. Improves road safety.	Can be considered visually intrusive. Difficult to locate. Not suitable on high roads.	X	It would be beneficial to the Greg Street area in calming traffic; however, it would be difficult to locate due to parked cars and also it is expensive.
Vertical Measures	Round Topped Humps	Very effective for speed reduction. Does not usually affect street parking. Relatively cheap.	Not suitable on bus routes. Can cause discomfort for passengers and drivers. Can cause damage to vehicles.	X	It is stated in the scoping document that the Committee deem any speed humps as not an appropriate solution. Furthermore, they are expensive.
	Flat Topped Humps	Can be used to provide pedestrian crossing points. Does not affect street parking.	Quite expensive due to area coverage. Less effective at reducing traffic speed. Can cause damage to vehicles.	X	
	Speed Cushions	Buses can negotiate more easily. Effective at slowing down traffic.	Less effective than road humps. Potential collision point in the centre of carriageway.	✓	They may be more appropriate than the other vertical measures. This is because they do not cause as many vibration and noise problems to HGVs and buses.

	Rumble Strips	Cost effective. Reduces speeds on approaches to bends.	Maintenance issues. Create noise and vibration.	✗	Greg Street is a relatively straight road, so rumble strips would be inefficient as they are more appropriate for approaching bends.
	Junction Tables	Can be used to provide pedestrian crossing points. Can improve the street scene environment. Slows traffic speeds at conflict areas.	Expensive. Pedestrians may not take care when crossing. Vehicles can drive onto the footway.	✗	There isn't area along Greg Street to place a junction table, plus it would be too expensive.
Horizontal Measures	Chicanes	Removes straight through effect. Provides offsets for parking bays.	Requires adequate road width. Creates conflicts between vehicles.	✓	This would be an effective traffic calming measure, and the road is wide enough to implement it, however it is very expensive.
	Pinch Points	Reduces crossing width for pedestrians. Prevents parking at hazardous sites. Restricts traffic flow.	Creates conflicts between vehicles. Careful signing essential. Requires maintenance.	✓	An effective way to narrow the road and calm traffic, however it is expensive.
	Mini Roundabouts	Effective speed reduction. Good safety record. Comparatively cheap to construct.	Need opposing traffic flows in all directions. Junction should be resurfaced. Pedestrian provision is compromised.	✗	There is no suitable location to place a mini roundabout along Greg Street, and furthermore it is expensive.
	Central Islands	Improves lane discipline. Better assistance for pedestrians crossing. Restricts overtaking.	Requires adequate road width. Creates potential hazards for cyclists.	✓	An effective way to narrow the road and calm traffic, as well as improving pedestrian safety, however it is expensive.

Other Measures	20mph Zones	Very good at reducing speeds. Improves road safety	Very expensive. Self-enforcing.	✓	Would be a simple and effective measure to quickly improve the calming of the traffic, but it is expensive.
	20mph Speed Limits	Relatively inexpensive. Increases driver awareness.	Not effective where high speeds are experienced. Effectiveness is limited to existing conditions.	✓	Reducing Greg Street from 30mph to 20mph would be a quick and easy measure to calm the traffic and would most likely be affordable. The issue is whether it matches the road design standards, which would allow it to be reduced. Furthermore, some drivers may choose to ignore this change.
	Central Hatching/White Lining	Reduces carriageway width and therefore reduces speed. Very cheap. Can be removed or modified easily.	No physical protection for pedestrians crossing the road. Visibility problem in wet weather or at night.	✓	This would be a cheap and affordable measure to narrow the road width, which should reduce traffic speed. There are sections of Greg Street that currently do not have centre lines or hatching where possible. A potential issue is that with a price of £10 per metre only 75 metres of white lining can be achieved, which might not be enough.
	Coloured Surfacing	Relatively cheap. Quick to install. Does not disadvantage buses or emergency vehicles.	Maintenance liability. Limited effectiveness. Difficult to see in poor weather conditions.	✓	Similar conclusions as the central hatching measure. This may seem less viable than central hatching as there aren't many appropriate locations to place it. Can achieve about 50 square metres, with the current budget.
	Cycle Lanes	Safer cycling along routes. Promote healthier lifestyle and can lead to reduced traffic.	Roads and verges are often not wide enough. Requires parking to be removed. Road signs are required at frequent intervals along the length.	✗	Whilst adding a cycle lane would be affordable and effective in narrowing the road width, only a maximum of 15 metres can be laid down, which isn't enough. Furthermore, Greg Street currently has some cars parked on the road.

	<p>Vehicle Activated Reminder Signs</p>	<p>Reduces speeds without reducing passenger comfort. Signs can be moved between locations.</p>	<p>No enforcement or physical measures. Less effective over time. Speed reduction can be small.</p>	<p>✓</p>	<p>Greg Street already has VAS signs in place, however they are currently in locations away from where most cars appear to speed, so potentially there could be a possibility to relocate the signs to more appropriate areas, but this will most likely be expensive.</p>
	<p>Home Zones</p>	<p>Improves the street scene. Environmental benefits. Tailored to suit needs of residents.</p>	<p>Relatively expensive. Restricted to limited streets. Extensive and time-consuming consultation is required.</p>	<p>✗</p>	<p>This model is not suitable for the road and surrounding area.</p>