

ANNEX G

Additional Residents' Comments, with Officer Responses – Raised at the Public Meeting on Monday 3rd September 2007

Comment 1 :

Use pinch-points with priority working instead of chicanes, as they have the advantage of pulling cars into the middle of the road rather than the wrong side of the road. In addition, the pinch-points would alleviate many of the positioning problems with chicanes and the many access points on opposite sides of the road, so they could be introduced at locations closer to the school, thereby increasing the traffic calming effect. This would also mean that the pinch-points would be in sight of each other, and this would reduce the speeding and overtaking problem.

Officer response:

Pinch-points have been considered previously, but are thought likely to be more problematic than the existing chicanes. This is mainly because with pinch-points, there would be a greater element of confusion amongst drivers as to who actually has priority, regardless of any signing to indicate this, because the obstruction is less definitive, and the deflection created by a pinch-point is minimal when compared to a chicane. Therefore, under these circumstances a pinch point may prove to be dangerous, and the relatively infrequent poor driver behaviour currently being experienced with the temporary chicanes would be likely to increase significantly.

Officers do not consider that pinch-points would alleviate any of the positioning problems experienced with the existing chicanes. Previous extensive investigations have proven that it has not been possible to find any other suitable positions for additional chicanes due to the location of side roads and private access points.

It is not a stipulated requirement that chicane arrangements are positioned within sight of each other, and that they do not rely solely upon this type of positioning to have positive benefits. Poor driver behaviour is obviously a disadvantage, but this must be balanced against the positive road safety benefits, and it has already been proved through conducting speed surveys that the temporary chicanes are effective in helping to maintain low speeds outside the school.

Comment 2 :

Speed activated traffic signals (similar to systems used in Portugal and Spain), which change to a red signal when approaching traffic is travelling in excess of the speed limit should be considered as a more effective alternative traffic calming method than the chicanes.

Officer response:

The suggested operation of traffic signals in this specific way is not a recognised method of traffic calming in the United Kingdom and is not prescribed within current legislation. It is understood that such arrangements have been considered by the DfT, but rejected due to concerns over regular abuse taking place, particularly where motorists are expected to stop for no apparent reason when their road ahead is unobstructed, and be likely to rely heavily upon regular Police enforcement to be effective.