

WSCC Highways visit 29/9 to review schemes to improve road safety in Westbourne

Attending: Mike Thomas WSCC Highways, Andrew Kerry-Bedell WSCC Bourne, Roy Briscoe CDC / Westbourne PC, Richard Hitchcock Westbourne PC. The aim is to progress solutions via WSCC TROs and / or CHS

Aldsworth Bridge, Aldsworth and Emsworth Common Road issues are reviewed at the end of this report.

Parish issue

1. Speed Whitechimney Row / Old Farm Lane
2. Parking in East Street
3. Parking in The Square
4. HGV traffic (non RHA) through Westbourne *
5. Monks Hill playground 30mph TRO
6. Aldsworth and Aldsworth bridge

Potential solution

- Reduce speed to 20mph at Westbourne village sign
- Double yellows and two replacement bollards
- Widen pavement, bollards, double yellow lines
- Blue HGV advisory plus road width limit signs
- Review with WSCC on location of sign – almost done
- Proposal to reduce accidents and bridge strikes

* Old Farm Lane, Westbourne Rd, Long Copse Lane, Foxbury Lane, North St?

Parish TRO list										Michelle Hulme			
Started	Number	Parish	W3W	Parish sign	TRO type	Location	Notes	Parish Council	WSCC	Resident	Decision		
01/08/2023		Parish	Westbourne		No cycling	Safety	Footpath opposite St John's Church	Clare					
01/08/2023		Parish	Westbourne		HGV's	Safety	Westbourne Rd, Foxbury Ln, Monks Hill, LCL	Clare					
01/04/2023		Parish	Westbourne		HGV advisory	N/A	4 locations to reduce entry to Westbourne *	Clare	Mike Thomas 29/9				
01/02/2023	3089549	Westbourne	phones.cook.ledge		30 mph	Speed	Monks Hill end of 30 mph	Clare	Olly King		Panel		
01/02/2023	TRO W2	Westbourne			40 mph	Speed	Foxbury Lane / Woodmancote Lane	Clare	Olly King		Panel		
01/02/2023	TRO W3	Westbourne			20 mph	Speed	Woodmancote	Clare	Olly King		Panel		
01/10/2023	TRO W4	Westbourne			20 mph	Speed	Whitechimney Row / Old Farm Lane	Clare	Olly King		Panel		
01/02/2023	TRO W5	Westbourne			40 mph	Speed	Old Farm Lane	Clare	Olly King		Panel		
01/02/2023	TRO W6	Westbourne			Lining	Parking	East Street / Whitechimney Row	Clare	Mike Thomas 29/9				
01/09/2023	CHS W1	Westbourne			Safety	TBC	Aldsworth bridge	Laura Veltom			CHS		
01/09/2023	TRO W7	Westbourne			30 mph	Speed	Aldsworth	Clare	Olly King		Panel		
01/10/2023	TRO W9	Westbourne			30 mph	Speed	Aldsworth Com Rd to Emsworth Common Rd	Clare	Olly King		Panel		
01/10/2023	TRO W10	Westbourne			30 mph	Speed	Monks Hill to Emsworth Common Road	Clare	Olly King		Panel		
01/10/2023	TRO W11	Westbourne			40mph	Speed	East of Foxbury lane past B2146 to Aldsworth	Clare	Olly King		Panel		
01/08/2023	3089548	Westbourne			Lining	Parking	The Square	Clare	Mike Thomas 29/9		CHS now		
16/08/2023	TRO W8	Westbourne			Lining	Parking	River Street Community Hall revised parking	Clare	Mike Thomas 29/9	Sandra Ellis			

* Old Farm Lane, Westbourne Rd, Long Copse Lane, Foxbury Lane

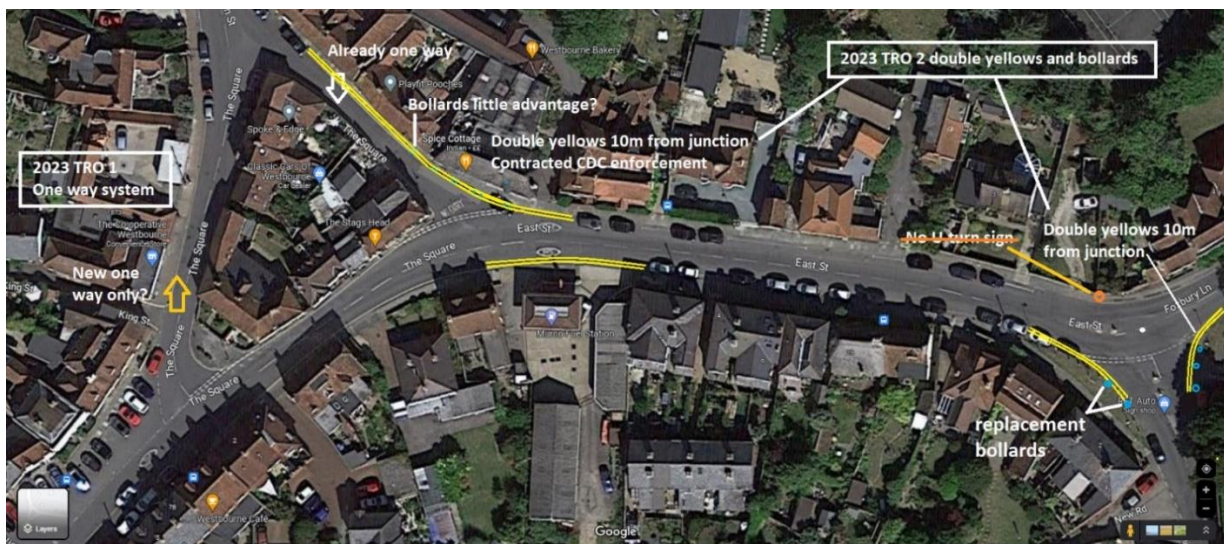
TRO applications to improve road safety

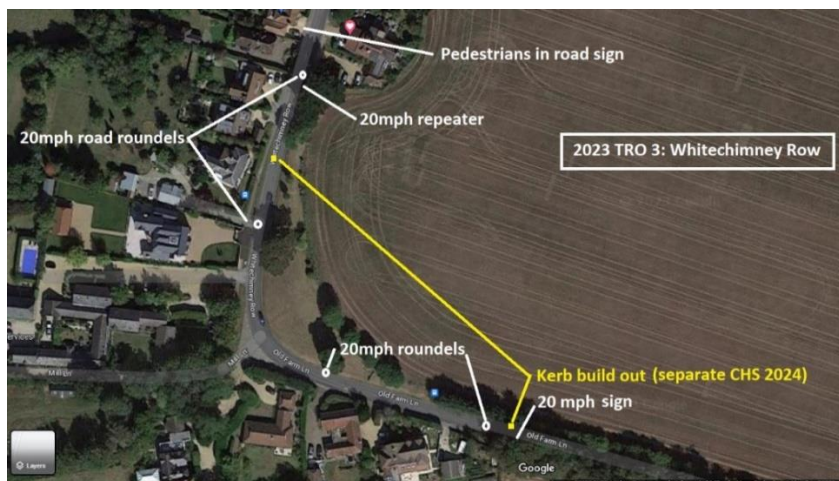
With mixed comments from recent Parish resident surveys on some roads, it seems there are aspects that do not get universal approval. This is an important consideration as, if five or more residents object to a parish highways proposal, this then goes to Joy Dennis, Highways Cabinet Member for a review. Whilst this may not be an issue in the end, and proposals can be ironed out to the satisfaction of Joy and WSCC Highways, it is advisable to make initial TRO and CHS proposals that we know get almost universal approval from residents.

There are some consistent views that almost all residents agree on in the Parish research as follows:

- Preventing dangerous parking blocking views of the junction at East Street and Whitechimney row
- Reducing speed from 30mph to 20 mph further South on Whitechimney Row along Old Farm Lane
- Trying to prevent inconsiderate parking on East Street and East side of the Square via double yellows

Initial ideas





Feedback following WSCC review

1A) Old Farm Lane

- The three houses on the road have requested that the speed limit be reduce from NSL (60mph) to 40mph due to a near accident in 2022 when a driver tried to overtake opposite Squirrels. It is likely the four properties on the bend of OFL would also agree. 40mph should also be considered for extension into Woodmancote east. There are no properties before Cemetery Lane so research would likely include South Lane. **Parish to conduct one to one research and submit TRO for 40mph zone.**

1B) Whitechimney Row

- **20mph speed limit** - It was agreed it would make sense to remove the 30mph limit starting at the village entry sign, reducing this to 20mph and removing the short 30mph section between the sign and Pound Cottage. The sign could be resited to Paw Paddock, where a new 20mph zone would start.
- **Speed enforcement measures** – these are problematical and any kerb build out or platform to reduce the speed of traffic needs to be where a street light is sited. We reviewed all of WCR but could find not suitable location for a kerb build out to slow traffic, as a small island is also required in advance of the kerb build out to let traffic know they are approaching it. **No obvious resolution**
- **Parking restrictions on Whitechimney Row** - There was no clear consensus from residents about car parking on the North end of WCR, as some felt that cars parked at the side of the road were seen as a benefit to help slow traffic.
- **Pedestrian safety** - there is no easy way to protect pedestrians better and easily without reducing width for permitted HGVs. As far as the walkway goes, Mike Thomas said any new marked walkway, whether using coloured tarmac, white lines or road armadillos, would give pedestrians the impression that the path was then safe towards East Street. As this was not the case on this narrow road, especially at the North end, WSCC could not sanction improvements. **No resolution.**
- **Driver warning signs** - It would be possible to have red triangular warning signs as drivers go round the bend north into Whitechimney row. These could include a 'pedestrians in road' and a 'road narrows' sign next to Tibbalds Mead. **See the Appendix for other hazard signs that may be suitable.**



Whitechimney Row near junction with East Street showing where vehicles hit the wall



Accompanied horses or ponies



Cycle route ahead



Road narrows on both sides



No footway for 400 yds

Pedestrians in road ahead

2) East Street

- **Two missing bollards** - it was agreed WSCC Highways should replace these at the junction of East Street and Whitechimney Row to safeguard pedestrians crossing from East Street into Foxbury Lane
- **Parking along East Street** - reviewed but the key issue appeared to be enforcement of no parking on existing double yellow lines, especially in the early evenings opposite and next to Spice Cottage. **Roy to contact CDC enforcement officers for a regular visit.**
- **U turns** - several vehicle use the end of WCR to turn back into East Street. However there is no suitable highways sign that could be placed to prevent this

3) Parking and traffic movement around the Square

- It was suggested we might have a central section for car parking rather than on the North side as currently with cars facing North / South. The view was that this would remove too many car parking spaces and also move the vehicle parking issues elsewhere. **Parking to stay as is**
- It was suggested to have a one-way system to ease traffic flow and stop jams outside the Co-op. **This would not really work due to the Co-op truck approaching from both sides and parking outside.**
- Bollards on the East side of The Square. The issue is 'take-away pick-up parkers' would not be dissuaded by bollards as, due to the one-way system, the driver's side door is on the opposite side to the bollards. They also likely wouldn't care either. **Parking enforcement could give better results.**
- There have also been issues with tourist visitors to the house to the West of the Murco garage parking on double yellow lines, as this property is on Air BnB. **Roy to contact CDC enforcement officers for a regular visit.**
- **Pavement and parking outside the surgery.** There is an issue with the pavement immediately to the East of the surgery where this stops as pedestrians walk from the direction of the Co-op and then starts again outside the surgery where the pavement is slightly further to the north. A link section of stone paving to join the two pavement sections is required, plus one or two bollards to stop cars parking over the area between the two pavement sections. The litter bin may also need to be moved. Parish to action a TRO or discuss further options with Highways



Pavement sections that need joining outside Westbourne surgery

4) Reducing HGV traffic over 7.5 tonnes through Westbourne

Many HGVs, apart from Coop and local business deliveries like the pub and animal feed shop, appear to be travelling through Westbourne as a result of their Sat Nav systems taking them through the village, rather than needing to visit Westbourne as a stop-off delivery destination. This issue has been exacerbated by Brexit, with more experienced lorry drivers having returned home to Europe and many newer drivers unfamiliar with local Westbourne roads and how narrow many of them are.

During COVID there has also been a huge growth in delivery firms using HGVs over 7.5 tonnes. Many of these firms have self employed drivers that are paid based on number of deliveries per day. Rather than using more sophisticated HGV bespoke Sat Nav systems they also use smartphones to navigate around the area, via Google and other mapping systems, that don't highlight narrow roads.

The resolving of HGV transit issues will make a marked improvement to resident safety, physical and mental health. A large majority of residents support this proposed HGV ban to improve road safety, local air and the environment, and it also has the support of local businesses around the village.

This is not a unique local issue, with many Parishes around England seeking to tackle HGV dangers:

"Local councillors and residents pressed for years to see action taken to address the issue of heavy goods vehicles using our local roads. We are so pleased to see an HGV restriction now in place, reducing the use of our villages as a cut through for overly large vehicles. Heavy goods vehicles are turning around after seeing new signs, changing the routes they have used for years as shortcuts."

Parish Councillor, Glazebury, Warrington 2021

Resident consultations for the Neighbourhood Plan in 2014 showed 82% of those who responded agreed that heavy vehicle access into the village should be restricted, a top priority. Apart from the obvious cause of congestion and frustration for local road users on narrow roads less than 4.0m wide, it is also a safety issue for pedestrians due to many roads not having footpaths and with cars parked in the road, as many Westbourne households do not have off-road parking.

There are locations like Whitechimney Row onto East Street, with a narrow roads that leads into a tight junction. In one incident traffic was blocked for 45 minutes when one HGV was exiting Whitechimney road and got stuck as another HGV was trying to enter the road from East Street.

There are also locations like Foxbury Lane onto Cemetery Lane where many large HGVs ignore the Common Road route to the north and come through Westbourne village to access Cemetery Lane.

Proposed solution

The Parish regularly experiences the 'Google maps' issue where smaller delivery HGVs are directed through Westbourne. We know from conversations with the Road Haulage Association that this is not an issue with their members, as they usually have sophisticated SatNav systems that flag to drivers where roads are narrow or have height restrictions, aspects not present on Google maps.

Mike indicated that even to site these blue 'non mandatory' signs we will need to provide WSCC Highways with video and photo evidence of 'stuck trucks'. These signs will be placed in negotiation with WSCC Highways once we have relevant evidence.



Locations suggested are: Westbourne Road / New Brighton Road roundabout, Foxbury Lane - site(s) TBC, top of Monks Hill and possibly also on Long Copse Lane at the West Sussex border (also an issue with construction traffic and LCL may also have 210+ new houses permitted by Havant BC in the near future.

Via Southbourne Parish we also may need another sign in Southbourne Parish opposite the Park Road exit on Stein Road, to try and prevent HGVs heading north to Old Farm Lane into Westbourne or into Woodmancote.

Action: compile photos of stuck HGVs or trucks in difficulties along each of the proposed roads, so these can be sent to WSCC Highways to support installation of blue 'narrow road unsuitable for HGVs' signs. Example photos we already have (I will get more for Whitechimney Row)



The Square



Cyclists and HGVs East St

East Street



Foxbury Lane

Foxbury Lane onto Cemetery Lane



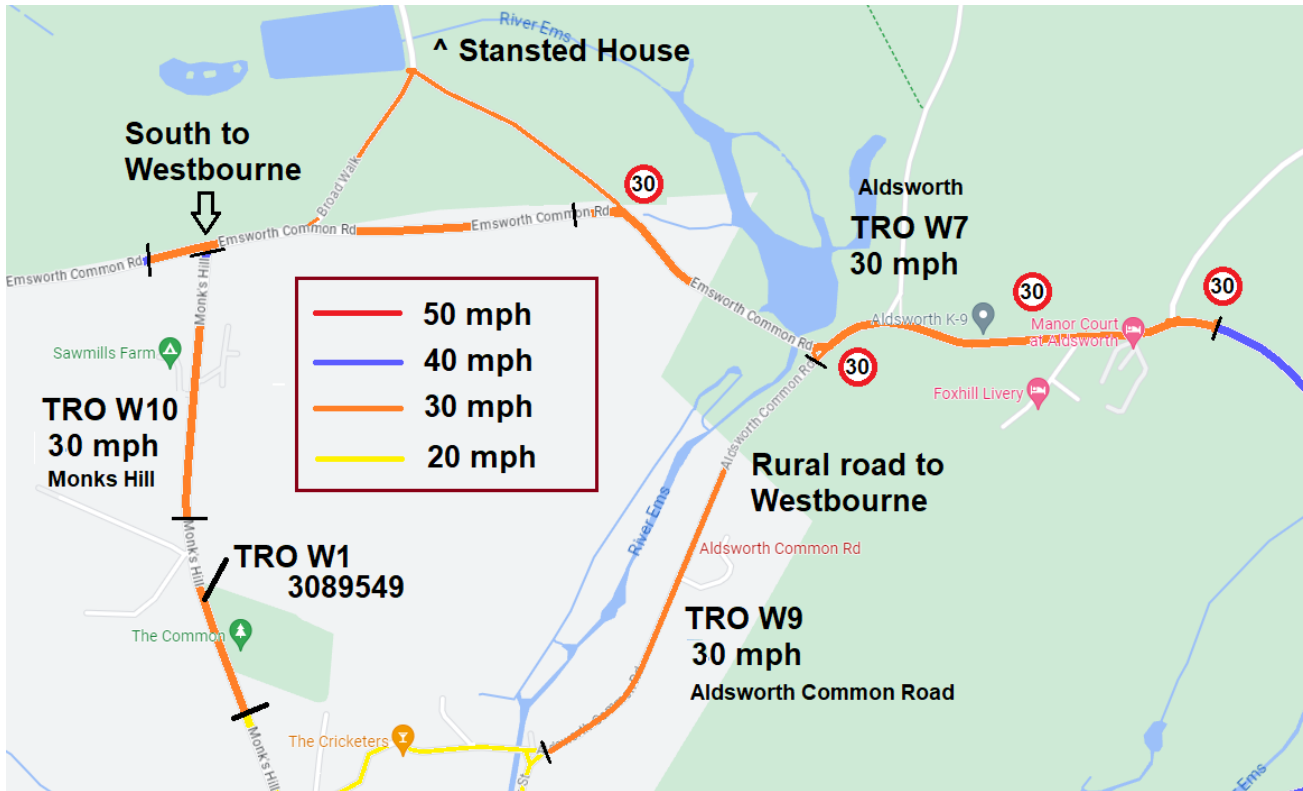
Foxbury Lane onto Cemetery Lane so all these HGVs must have come via Westbourne

5) Monks Hill

This TRO 3089549 has been approved by Highways to move to the next stage. The question remaining is the exact siting of the revised 30 mph signs and whether there are one or two signs. This will move the 30mph sign up Monk's Hill to include the car park, recreation ground and children's playground in the 30mph zone. Having visited the site, I propose that the 30mph sign coming into the village is sited just after the two footpaths East and West (50.871985, -0.928491 W3W phones.cook.ledge).

Next step is to present the application at a TRO Moderation to a panel of WSCC Highways engineers.

However, there is a wider consideration, with stats showing a number of accidents at the junction of Monks Hill and along Emsworth Common Road, plus on the triangle of roads that lead to Stansted House. So there could be the consideration to make the whole of Monks Hills 30mph, as well as the triangle of roads opposite



6) Aldsworth and Aldsworth Bridge – Common Road and Emsworth Common Road

The Aldsworth bridge at 50.873393, -0.917047 on Emsworth Common Road takes traffic over the river Ems and has a wooden fence on the north side and brick wall on the south side. Emsworth Common Road is a main route for all vehicles including large HGVs. There is no centre line or footpath on the bridge. The road also caters for horse riders, including those from Foxhill Livery to the East in Aldsworth, and cyclists such as the two I saw turn off Emsworth Common Road into Aldsworth Common Road, heading into Westbourne.

The bridge and neighbouring wall West of the junction of Common Road and Aldsworth Common have been hit multiple times by vehicles over the last five years. The current bridge is very narrow, with the wall on the S side having been completely rebuilt less a year ago. In looking over the bridge into the Ems below (south side) there are hundreds of bricks from when the bridge has been hit and its sides fallen into the Ems river.



The Emsworth Common Road has a 40mph limit and is narrow with a tight right hand bend just before an even narrower road section on the bridge. These factors contribute to regular impacts and damage to the bridge on the south side and railings at the pond on the north side. This has meant almost annual repair or rebuild of the bridge, resulting in unacceptable costs to WSCC highways and many road delays whilst repairs are made, including the placement of temporary lights on what is a main HGV and minerals route.

The approach to the bridge from the East is on an uneven and undulating straight section of road that, when drivers reach the tight bend just after the bridge, appear to take some drivers unawares, likely as the small chevron sign is just before the bridge. From the East the road layout is even more hazardous. After traffic comes around a tight left hand bend it is then faced with a tight right hand bend directly onto the bridge, often with traffic coming over the narrow bridge from the west being over the centre of the bridge.



Junction looking from the West



Junction from the south



Junction from bridge (no traffic visibility)



Junction looking from the east

On visiting the bridge site on 11 Oct I saw a 30 tonne truck heading East that straddled the road centre on the bridge by 50cm, due to its length and speed of around 40mph having come off the straight road section. Another vehicle coming over the bridge from the east at the same time would not have been able to see the truck due to a blind bend beforehand and would have found it very difficult to cross the bridge at the same time, without stopping abruptly short of the bridge or hitting the side of the truck or bridge wall.



From the East sharp Left hand bend



Then sharp right (bend sign obscured)



Bend sign is small and close to bridge



Drivers encounter HGVs on the bridge

A video shows a truck heading West travelling at around 35 mph as it crossed over the centre of the bridge.

I witnessed two near misses involving vehicles with long trailers that struggled to cope with empty trailer movement over bumps in the road on the bridge, with cars from the opposite direction at the same time.

Impact on local residents

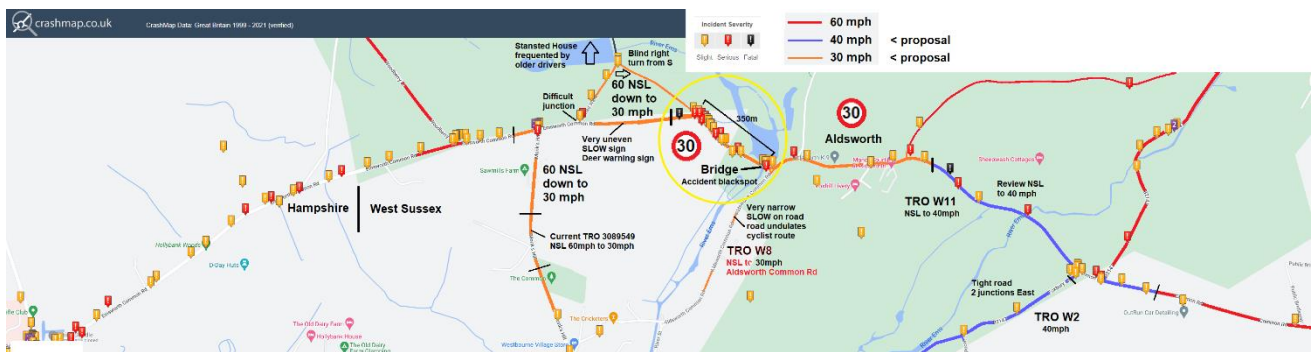
Impacts also cause multiple issues for Bridge Cottage nearby and local landowners. Residents have had to remove damaged or even burnt out cars that have gone through the hedge into the field opposite, all at their own expense. Two examples in 2019 are when there were two serious accidents on the bend just up from Aldsworth pond. One was on the 9th Sept, where a car overturned, and another on 22nd Sept where the car left the road on its side in Gunters Copse. Both required Emergency Services attendance and closure of the road (report by Garry Marshal at 46 Aldsworth Cottages). The road was closed again in late 2022.

Wider area highways safety issues

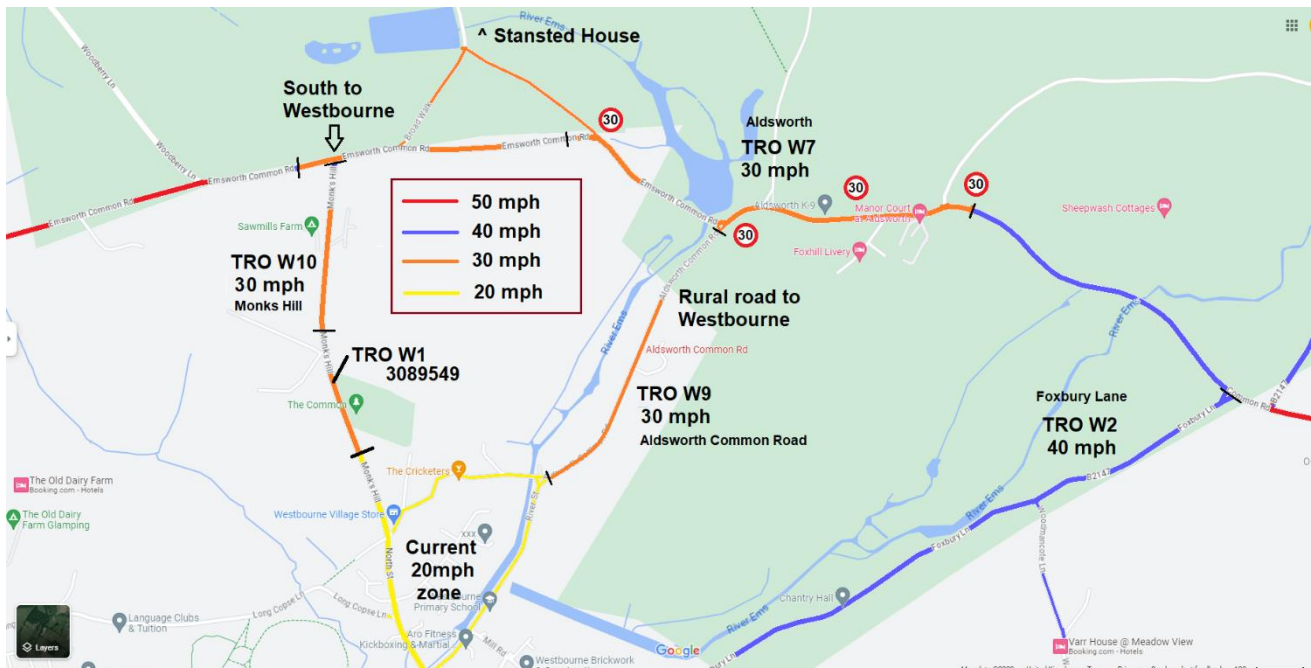
There have been more accidents than any other part of Emsworth Common Road on the 350m section of the road from the junction of Common Road and Aldsworth Common Road to the bend to the West where Emsworth Common road splits. This is a narrow section of road that is very uneven, with tarmac undulations that poorer drivers and less capable vehicles appear to struggle with, resulting in multiple serious injuries. It already features a portable 'uneven road' sign and a deer warning sign near the Monks Hill junction.

To the West is a short section of the Emsworth Common Road that links up with two junctions to Stansted house to the North and then the junction South to Westbourne. There are multiple accidents here, likely as mainly older drivers head in large numbers to Stansted and they may be less capable or have older cars.

There is also the Monks Hill junction from Westbourne where the Emsworth Common Road curves away to both left and right, making it very difficult to pull out. If speed limits were 30mph on this section of the Emsworth Common Road, as well as the triangle of roads opposite to Stansted, this would improve safety.



Several other TROs are also in progress by Westbourne with complimentary speeds to those proposed.



Proposed WSCC Highways safety review – Aldsworth junction and bridge

Westbourne Parish Council, in consultation with residents, has identified the highways issues around Aldsworth as detailed below and has proposed a number of solutions for consideration by WSCC Highways.

	Issue	Proposed solution	AKB comment
1.	Speed limit too high through Aldsworth	<ul style="list-style-type: none"> Reduce the speed limit from 40mph to 30mph through Aldsworth, similar to Funtington and East Ashling, which has proven to reduce accidents. 	Agree
2.	Speed limit signs and psychological enforcement	<ul style="list-style-type: none"> 30mph speed limit signs at 200m intervals (likely 4) 30mph roundel road markings to complement Aldsworth Village gateways at the entrance to alert drivers they are in a residential area. WSCC Highways to confirm where these are best located. 	Agree Agree Village gateway – Parish cost?
3.	Speed Limit enforcement	<ul style="list-style-type: none"> Install Speed Indicator Signs (ideally smiley / sad face SIDs) to inform drivers of the new speed limit. Also review current SID when entering Aldsworth from the Chichester direction as this does not always work. Check vehicle monitoring and height. 	Agree – who will fund?
4.	Aldsworth bridge safety improvements	<ul style="list-style-type: none"> Reduced 30mph speed limit and signage will reduce the speed of traffic in this accident hotspot. More prominent chevron signs further out from the bridge to the East, sited on WSCC land to the NE Option to have a traffic priority on the bridge for traffic coming from the East, which will slow traffic Traffic lights at the bridge as it is too narrow for two large vehicles to pass safely. Note: the recent temporary traffic lights installed at the time of the last bridge strike solved many of the danger issues and residents seek them installed permanently. 	Agree Agree Agree on WSCC review Unconvinced as might slow traffic too much
5.	Junction layout	<ul style="list-style-type: none"> Change layout of Aldsworth Common Road junction by Bridge cottage so traffic turning left to Westbourne has to slow down before turning. 	Agree
6.	Horse rider safety	<ul style="list-style-type: none"> Red border circular horse rider warning signs in each direction before the bridge to alert drivers to the fact that horses use the road too. 	Agree
Other highways points for Aldsworth and Emsworth Common Road			
1.	Monks Hill & junction	<ul style="list-style-type: none"> Review speed limit reduction NSL to 30mph 	Agree
2.	Stansted link triangle	<ul style="list-style-type: none"> Review speed limit reduction to 30mph 	Agree
3.	Aldsworth to B2147	<ul style="list-style-type: none"> Review speed limit reduction NSL to 40mph 	Agree
4.	Foxbury Lane	<ul style="list-style-type: none"> Speed limit reduction via TRO to 40mph 	Agree
5.	Aldsworth village sign	<ul style="list-style-type: none"> Reinstall the Aldsworth sign which was knocked over and damaged by a vehicle crashing into it. Highways have the sign at their depot. 	WSCC Highways to replace
6.	Fingerpost	<ul style="list-style-type: none"> Repair and reinstallation of the Aldsworth fingerpost sign which was knocked over and damaged by a vehicle crashing into it. 	Agree likely Parish cost
7.	Incidents on Emsworth Common Road	<ul style="list-style-type: none"> WSCC to review future incidents on the bridge and assess likely repair and WSCC costs to date. 	Send email records to AKB & Parish

Videos showing issues of vehicles over bumpy road over bridge, crossing the centre of the road and emerging from the Aldsworth Common Road junction: https://youtu.be/4dEnH3M_Lb8?si=viWHqOhqVzhquM14
<https://youtu.be/Vfm2h69bov8?si=ZBHT9tlkRXuSCL8b> <https://youtu.be/YOU5zieLsY?si=SqWwCel8zELTphTC>

APPENDIX

Speed reduction options for Parishes

Type of Measure	May include:
Crossing points	<ul style="list-style-type: none"> • Pedestrian crossings (but around £100k) • Pedestrian traffic islands (much cheaper option where road widths allow) • Coloured tarmac or block paving crossings (like in Ensworth) Drivers do not have to comply with these but they usually do
Traffic signs	<ul style="list-style-type: none"> • hazard warning or advisory signs • gateways including village name signs with optional road safety messages • enhanced speed limit signs (with text below) • vehicle activated (interactive) signs • School Safety Zones
Road markings	<ul style="list-style-type: none"> • speed limit roundels • “slow” markings • cycle lanes • Solid white lines (no crossing / overtaking) • hatching • rumble devices • coloured tarmac
Vertical deflections	<p>Note: only for use on roads with a 30mph or lower speed limit</p> <ul style="list-style-type: none"> • road humps • raised tables • speed cushions
Horizontal deflections	<ul style="list-style-type: none"> • road narrowing such as kerb build outs, chicanes, or pinch points • traffic islands • pedestrian refuge islands

Traffic sign examples that can all slow traffic speeds using driver psychology

- Hazard signs (see last page)
- Pedestrians crossing
- Children crossing
- Old people crossing
- Road narrows
- Traffic direction priority
- ‘Quiet lane’ 20 mph signs
- Speed advisory signs (20mph etc) – see next page

Current WSCC speed limits as logged on the Earthlight system

Road signs to support speed limit enforcement areas

Sign	Title	Shape	Colour (Background)	Colour (Foreground)
	Entrance to a 20 miles per hour speed limit zone	Rectangular	White	Grey/Black
	Start of a 30 miles per hour speed limit at the boundary of a town or village	Rectangular	White	Grey/Black
	Priority must be given to vehicles from the opposite direction	Circular	White	Grey/Black
	Road narrows on both sides ahead	Triangular	White	Red
	Road narrows on right or left ahead	Triangular	White	Red
	Zebra crossing ahead	Triangular	White	Red
	Start of a designated home zone	Rectangular	Blue	White

Sign	Title	Shape	Colour (Background)	Colour (Foreground)
	Start of a designated quiet lane in England	Rectangular	Green	White
	Road hump to the right and at 20 yards	Rectangular	White	Grey/Black
	Road humps ahead for half a mile	Rectangular	White	Grey/Black
	Road hump or series of road humps ahead	Triangular	White	Red
	Start of area with traffic calming features	Rectangular	Blue	White
	Crossing on road hump ahead	Rectangular	White	Grey/Black
	Traffic has priority over vehicles from the opposite direction	Rectangular	Blue	White

Village gateways

Psychological ways to reduce vehicle speeds use positive reinforcement of a village area through white gates and 'welcome to the village' signs. These can incorporate road markings, build-outs, coloured surfacing and/or signs indicating an area where road conditions change. Where surveys have been undertaken they have been shown to reduce vehicle speeds by 4 to 5 mph as they enter a village. Glasdon designs:

<https://www.externalworksindex.co.uk/entry/137340/Glasdon-UK/Glasdon-Gateway-village-welcome-signs/>

Glasdon Gateway signage is attractive and low-maintenance, comes in 3 colours and a range of widths, heights, bar layouts and styles, and can be specified to exact requirements. Glasdon Gateway signs are made from Everwood™, a Wood Plastic Composite, Everwood™ is a blend of wood fibre, recycled thermoplastics plastics (PE, PP and PVC) and adhesive resins, UV stabilisers and colour pigments. Everwood™ has a realistic timber grain effect that lasts for years with no need for painting or varnishing, and it will never warp or rot. Different slats, widths and heights available. 600mm speed limit signs are a standard kit, including national speed limit, 30mph, 40mph and 50mph in dark oak, light oak and white. Heights: 1800mm (1300mm above ground), or 2300mm (1800mm above ground). Widths: 960, 1500, 2000mm. Post width: 160mm



Speed Indicator Devices (SIDs) and Road speed roundels

Speed Indicator Devices (SIDs) cost around £2,000 and do deter speeding. TFL research shows road accident reductions of 7% on roads where they are used. They should be moved around the Parish for maximum enforcement effect, and also to meet WSCC Highways policy that says to move them every 14 days. However, in practice Parishes often place them and keep them in one site for longer, to avoid moving around heavy signs. Most Parishes deploy 2 or 3 SIDs, which seem to work well e.g. on Broad Road and Stein Road.

Siting is key, and ideally they should be a few hundred yards after a speed reduction sign e.g. from 40mph to 30mph, to remind vehicles they are in a lower speed zone. The SIDs that appear to work best are the green smiley / red angry face ones that change to a happy face when a vehicle drops below the speed limit.

What also seems to work in tandem with SIDs and village gateway signs is road roundels with the speed marked on the road as a reminder to all vehicles of the speed limit.



Carriageway Narrowing



Build outs

A build-out is a section of kerb/footway extended out into the carriageway on one side only to narrow the road. They can reduce crossing distances and improve visibility for pedestrians. If the space is available, a gap can be left between the pavement and the build out to form a cycle bypass.

Chicane



Generally a series of build-outs constructed on alternating sides of the road with the associated road markings. There is a prescribed distance that must be maintained between the build outs, small enough that vehicles must slow but large enough to take the largest vehicle that uses the road.



Narrowing

This can be achieved by a physical measure such as kerbs or lining. A physical measure is where the road is narrowed from both sides at the same position along the road or an island. The carriageway width can be restricted so that only one vehicle at a time may pass, or so that two cars can pass slowly.

Any carriageway narrowing must be located away from house accesses or junctions



Markings

Often used as part of gateway schemes. Rumble strips are a change in the road surface which alert the driver by a change in the sound and feel of the car. Dragon's teeth provide a visual change and narrowing of the road. Narrowing lanes using road markings can give the impression of a more confined road and results in reduced speeds.

Hazard signs that can be used to encourage drivers to comply with speed limits

