

Reasons for failure to adopt Traffic Calming Scheme.

After the survey of the Hill by Patterson Reeves (PR), we were advised that any form of traffic calming below the bend at Westacre would be hazardous owing the steepness of the Hill and the adverse camber in places. Thus measures could only be taken above the bend. Speed bumps were ruled out for reasons of safety on a steep hill and rumble strips were deemed to be too noisy for affected frontagers.

PR suggested raised speed tables as the preferred solution. However, if a table were to be sited across a frontager's entrance or a road junction, the table would have to be of sufficient length to allow an exiting vehicle to remain on the table until the direction of travel was aligned with the road. This would necessitate a lengthy and thus more costly table at many sites on the Hill. Taking this into consideration, PR suggested 4 sites on the Hill where it would be suitable and cost effective to install tables.

Apart from the considerable cost, the main consideration was the agreement of the Frontagers on either side of the proposed sites. On none of the sites could we get both Frontagers to agree to the installation. The main reason for refusal was of noise – tyre noise and gear changing.

Unfortunately, there are no records of which Frontagers were pro or anti – probably to avoid naming and shaming. The scheme was thus abandoned and other solutions explored. The installation of 2 Vehicle Activated Speed Signs was decided upon which has had a limited traffic calming effect. Also, having a 20mph speed limit has helped, but traffic speed continues to be an issue on the Hill.

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