



Emergency services traffic calming schemes: A code of practice

PURPOSE

The Code of Practice in this leaflet sets out good practice arrangements for consulting the emergency services on proposals to introduce traffic calming measures and for agreeing the means of implementing those proposals. It supersedes the guidance given in Traffic Advisory Leaflet 3/94.

BACKGROUND

In line with Government targets for reducing road casualties, local highway authorities have a statutory duty to improve road safety. The emergency services are required to arrive within set response times. Effective partnership working between local highway authorities and emergency services can help achieve these common goals.

Within Scotland the Roads (Traffic Calming) (Scotland) Regulations 1994 already require consultation with the police, fire service and ambulance service. Scottish Office Circular 4/94 invites local authorities to establish a dialogue with the emergency services when developing traffic calming proposals.

CONSULTATION

- Highway authorities have a statutory duty to consult the police when road hump schemes or traffic calming works are proposed. The consultation requirements are set out in the Highways (Road Humps) Regulations 1999 and the Highways (Traffic Calming) Regulations 1999. Whilst there is no specific requirement to consult all the emergency services for traffic calming proposals, other than road hump schemes, it is strongly recommended that both the ambulance service and the Fire and Rescue Service are included in any consultation as a matter of course.
- Local highway authorities should ensure that they provide sufficient details and allow adequate time to enable emergency services to consider and respond to proposals. For this purpose an up-to-date list of contacts should be kept so that papers are sent directly to the liaison person.
- It is good practice for highway authorities to establish a meaningful dialogue with the fire, ambulance and police services affected by proposals at an early stage of scheme development. Their early input will help decisions on the purpose and appropriate type of measures to be installed.

A CODE OF PRACTICE

1. Establish effective dialogue and communication between the highway authority and the emergency services to help deliver common goals.
2. Agree a road hierarchy which includes strategic routes for emergency access. The types of traffic calming measures to be used on different roads in the hierarchy should also be agreed.
3. The emergency services should be consulted on individual schemes at an early stage in the design process using site visits where appropriate.
4. Consider establishing an annual liaison meeting to review and assess past and forward plans, the strategic routes and working practices.

EMERGENCY STRATEGIC ROUTES

As part of their Network Management Duty local highway authorities are encouraged to adopt a road hierarchy based upon road function in which roads are distinguished by the role that they play in the movement of vehicles or other road users. In some cities and towns, for example in Birmingham, the emergency services, working in conjunction with the highway authority, have designated strategic emergency routes with the agreement that severe speed reduction measures should not be used along those routes. Where traffic calming measures are deemed vital on strategic roads, all groups should be actively involved in the scheme development from the outset.

More intensive traffic calming measures could then be introduced on other roads, bearing in mind that fire, ambulance and police vehicles do not always start their journeys from service base stations, but often respond to a call from the site of a previous incident. In this way the impact of schemes on response times can be kept to a minimum. However, it needs to be kept in mind that the emergency services require access to properties on all types of roads.

AVAILABLE MEASURES

A wide range of traffic calming measures are available including road humps, speed cushions, chicanes and road narrowings. Authorities are encouraged to use a variety of traffic calming techniques to meet the requirements and functions of different streets, and to

encourage drivers to travel at an even speed commensurate with the character of the local area. As part of the design process the emergency services should be consulted on the practicality of the proposed measures in relation to their response times and vehicle types.

The Department for Transport intends to publish a Local Transport Note on Traffic Calming (LTN 01/07) in Spring 2007. This LTN will draw together all previous advice on traffic calming policy, including advice on the use of road humps.

ANNUAL TRAFFIC LIAISON MEETING

Some local highway authorities and emergency services have found that an annual traffic liaison meeting, attended by representatives from all the emergency services and by road safety officers and engineers from the highway authorities, helpful in co-ordinating their respective roles and responsibilities. This enables all parties to review and assess past and forward plans, and also the strategic routes and working practices generally.

ENQUIRIES

Speed Management Branch, Road User Safety Division, Zone 2/13, Great Minster House, 76 Marsham Street, London, SW1P 4DR.
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Traffic Advisory Leaflets are available to download free of charge on the DfT website www.dft.gov.uk

The Department for Transport sponsors a wide range of research into traffic management issues. The results published in Traffic Advisory Leaflets are applicable to England, Wales and Scotland. Attention is drawn to variations in statutory provisions or administrative practices between the countries.

Department for Transport

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