

## Traffic calming ordinance



The Ordinance for artificial bumps or other means for road traffic calming was commissioned by the Ministry of Regional Development and Public Works (MRDPW) to the Transport Research Institute. TRI attracted external experts, consultants and vehicle (road) specialists in the process of drafting the ordinance.

The ordinance aims at creating conditions for reducing road accidents and improving traffic safety through the introduction of measures reducing the speed of vehicles.

Solutions for improving pedestrian safety, especially in problematic areas like schools, street crossings, bicycle paths etc. have been proposed.

Speed reducing means and measures fall into four groups:

1. Vertical deviations and obstructions (artificial bumps, raised junctions and pedestrian crossings).
2. Situational (Local) changes and obstruction (small roundabouts,

chicanes, "serpentine"/ winding routes).

3. Horizontal tightening (raised axle islands, narrowing by reducing the radius of curved curbs).
4. Other measures (changing the purpose of roads, making pavements of different colours and textures, speed controlled zones, gate entries)

Following the introduction of the ordinance, an evaluation will be carried out at areas where traffic calming measures have been implemented. The evaluation will be on the basis of indicators such as number of road accidents, traffic speed, traffic capacity and impact on pedestrians, public transport and the environment.

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