

**Divisional Policy Document**  
DP-06-016 Traffic Calming Policy

<b>Issue/ Rev Nr</b>	<b>Date</b>	<b>Approved by</b>	<b>Description</b>
1	31/07/2017		SYSTRA draft report for internal review
2	27/09/2017	BW	Doc controlled and references added
3	18/05/2018	JR	Director signed off

## Divisional Policy Document DP-06-016 Traffic Calming Policy

### 1 Policy Statement

1. Highway Services has the powers to introduce traffic calming measures, which are also known as speed management measures. Traffic calming deliberately slows traffic, usually in residential areas, by constructing road humps or other obstructions to assist in reducing the speed that vehicular traffic can travel.
2. Certain types of traffic calming measures are subject to mandatory legislation to introduce them and require a Traffic Regulation Order (TRO) or Statutory Notice which must follow a statutory process. It is not subject to legal enforcement as it is the speed limit often associated with traffic calming that is enforceable by the Police. However, traffic calming measures are frequently used to enable speed limits to be self-enforcing thereby reducing the need for Police enforcement.
3. It is the policy of Highway Services to introduce traffic calming as it deems necessary and appropriate to promote highway safety. Highway Services has the legal powers to introduce traffic calming under the Road Traffic Regulation Act 1985 and the Highways Act 1986. This follows national guidance throughout the UK and represents best practice.
4. As traffic calming sometimes requires a TRO, Highway Services TRO policy, guidance and procedure documents should be followed as necessary depending on the type of measures proposed. If the traffic calming feature needs a Statutory Notice rather than a TRO, then Highway Services Statutory Notice for traffic calming procedure report should be used instead. Highway Services consultation policy and guidance documents should be referred to when determining who should be consulted on the proposals, and which methods of consultation are likely to be the most effective and suitable in each circumstance.

### 2 Application & Scope

5. This traffic calming policy document applies to all roads on the island. It includes new roads to be introduced as part of new developments that will require traffic calming to be specified as part of the design process. Traffic calming is typically installed where there are highway safety problems, including high vehicle speeds, or in locations subject to a high accident record.
6. The objective of this policy statement is to identify when traffic calming is required and when it would be inappropriate to introduce it. The protocol for achieving this is set out in Highway Services traffic calming guidance document which provides additional information on when traffic calming should be installed. This includes the appropriate types of traffic calming measures to be considered in each location and scenario.
7. The aim of this policy document is to assist those involved in implementing traffic calming. In conjunction with the associated guidance report, it should also provide information to members of the public on how traffic calming can be implemented and in what circumstances Highway Services is likely to consider

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requests for such favourably. It will also explain where traffic calming may not be progressed by Highway Services if officers believe that such measures would adversely impact on its role to manage the highway network safely and efficiently while balancing the needs of all highway users.

### **Exclusions**

8. Reference has been made to speed limits in this document, but further detail on it is contained in Highway Services speed limit policy and guidance reports. Details on the traffic signing and road markings required for traffic calming measures is not incorporated as this will be dealt with separately in the Traffic Signs (Application) Regulations 2003 document.
9. This report, and the associated guidance report, does not cover all types of traffic calming, but where others are not specified the same general principles shall apply as described in these documents. Highway Services should be contacted if any further guidance on this is required. This report focuses primarily on the traffic calming measures which are subject to a TRO or a Statutory Notice, and therefore require a statutory procedure to be followed to be introduced.

### **3 References**

10. This traffic calming policy document has been based on the Isle of Man's legal powers, advisory guidance and best practice used by Highway Services when implementing traffic calming as summarised below. It also makes reference to guidance and best practice from other national and local highway authorities in the UK as deemed appropriate.
11. Certain types of traffic calming require a TRO or Statutory Notice which is subject to a period of consultation prior to being implemented. Highway Services policy and guidance documents on TROs and consultation should be referred to further information on these aspects. The statutory procedure that must be followed to introduce specific traffic calming features subject to a TRO is described in the Highway Services TRO procedure document. Traffic calming measures that require a Statutory Notice prior to implementation must follow the Highway Services Statutory Notice for traffic calming procedure document.

### **Road Traffic Regulation Act 1985**

12. Highway Services is empowered under Section 1 and Schedule 2 of The Road Traffic Regulation Act 1985 to make permanent TROs to introduce specific types of traffic calming features.

### **Road Traffic Act 1985**

13. The Road Traffic Act 1985 sets out the legal requirements which users of the adopted highway on the island must abide by, and the powers available to the Police to enforce them.

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### Manx Highway Code

14. Section 153 of The Manx Highway Code provides advice to road users on how to deal with traffic calming measures.

### Traffic Signs (Application) Regulations 2003

15. The Traffic Signs (Application) Regulations 2003 document applies to road markings and traffic signing on the island.

### Highways Act 1986

16. Section 15A and Schedule 1A of the Highways Act 1986 allows Highway Services to introduce traffic restraint measures or raised surfaces on adopted roads, subject to a speed limit of 30mph or less, to reduce vehicle speeds and influence the behaviour of traffic.

### Manual for Manx Roads (MMR)

17. The Manual for Manx Roads document refers to UK guidance to be used in the choice, design and specification of traffic calming measures. This guidance includes The Department for Transport (DfT) document Manual for Streets (MfS) and The Chartered Institution of Highways & Transportation Manual for Streets 2 (MfS2). It also refers to the DfT Local Transport Note 1/07 – Traffic Calming.

### Summary of Legislation

18. Highway Services traffic calming guidance document that is to be read in conjunction with this traffic calming policy report, **GN-06-028**
19. Highway Services TRO procedure document that is to be read in conjunction with this traffic calming policy report, **OP-06-039**
20. Highway Services Statutory Notice for traffic calming procedure document that is to be read in conjunction with this traffic calming policy report, **OP-06-046**
21. Highway Services TRO policy report, **DP-06-012**
22. Highway Services TRO guidance report, **GN-06-024**
23. Highway Services consultation policy report, **DP-06-017**
24. Highway Services consultation guidance report, **GN-06-029**
25. Highway Services speed limit policy report, **DP-06-013**
26. Highway Services speed limit guidance report, **GN-06-25**
27. Manx Highway Code
28. Road Traffic Regulation Act 1985
29. Road Traffic Act 1985
30. Traffic Signs (Application) Regulations 2003

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31. Highways Act 1986
32. Manual for Manx Roads (MMR)
33. The UK's Manual for Streets (MfS)
34. The UK's Manual for Streets 2 (MfS2)
35. The UK's Local Transport Note 1/07 – Traffic Calming

### 4 Accountability

36. Highway Services is responsible for implementing traffic calming. Further information on this is contained in the Highway Services traffic calming guidance document.
37. The Network Planning Manager is responsible for ensuring that Highway Services activities are carried out in accordance with this policy, and that it is kept up to date with the relevant legislation.

### 5 Definitions

38. **Traffic calming measures** (otherwise known as **speed management measures**) are measures that deliberately slow traffic, usually in residential areas, by constructing road humps or other obstructions.
39. A **Statutory Notice** is a legal document used to advertise certain types of proposed traffic calming measures to inform the public, stakeholders and any partnering organisations that they are planned to be introduced.
40. **Traffic Regulation Orders (TROs)**, otherwise known as **Traffic Orders** or **Traffic Management Orders**, are legal processes designed to regulate, restrict or prohibit the use of a road, or any part of a road.
41. The **adopted highway** is the road infrastructure, including footpaths, that is maintainable at public expense by Highway Services as the Highway Authority for the Isle of Man Government.