

1. Introduction

A characteristic of the last century is the continuous increase of the vehicular traffic, which is expressed differently during the whole time period.

Generally speaking, during the first decades this trend was expressed through road widening and the pressure for better road infrastructure. Afterwards, this attitude of the public was replaced from a picture: the picture of a congested road network, that results in a seriously damaged environment and depredated quality of life, covering areas from the city centers to the neighborhoods.

However, traffic calming is not a so recent developed methodology of traffic control that arises from the congested networks. It is common to say that the traffic calming concept has its routes in "Traffic in towns", a report which was published in 1963. This report tried to determine the amount of traffic that a street could carry before the environmental conditions become unacceptable.

Then, with the use of traffic management techniques, it diverted the "unwanted" vehicles from the residential network to the main road

network, in order to ensure that traffic volumes in the first are still beyond the environmental capacity. However that report did not deal with the redesign of existing streets or the implementation of physical measures to slow down traffic speeds (O'Flaherty C.A., 1997).

These issues appeared in Britain since the mid - 1980s, where techniques aiming to change the street alignment and thus its appearance, so as to influence travel patterns and the driving behavior and to improve the amenity of the surroundings, making a shift for the heavy and high speed traffic from that network, began to be more acceptable and applicable day by day. In mainland Europe planners and engineers had already achieved the control of motor vehicle use in special areas - like residential areas - by changing the streetscape, making

A Strategy for the Implementation of Traffic Calming Schemes

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Traffic Calming Techniques form a framework for the reallocation of road space and the promotion of manpower ways of travel, delaminating in this way the affected society in two parts: Those who are benefited from them, like pedestrians and cyclists, and the second part the motor users on which the measures imposes "problems". However, each of such projects has the potential of a unique and undeniable value, as it provides - in all cases - some "public goods", like road safety, environmental improvements, and quality of life. Having in mind the public goods, it is profound that an effort should be made so as to ensure the public will and the effectiveness of the traffic calming schemes. The answer comes through the formation of a strategy.

And exactly this is the aim of this paper: to propose and describe a strategy for the implementation of effective traffic calming schemes. It tries to give the boundaries of such applications and the steps that should be followed before and after the implementation. As the strategy highlights the meaning of "evaluation" in first place and "the meaning of "monitoring" in second, a description is given for the expected effects from a traffic calming scheme, distinguished them in costs and benefits.

woonerfs, pedestrianized streets e.t.c. (O'Flaherty C.A., 1997)

For Greece, traffic calming started to gain place at 1990s. At the beginning, some simple measures to control speed (like road humps) in specific areas (residential and conservational sites) as well as pedestrianization schemes were applied in roads and sites of cities, with main objective to provide a better and safer environment for the vulnerable road users, the residents and the visitors of these areas. The meaning of the traffic calming concept as well as the application of more and more traffic calming measures became famous gradually. In this way, nowadays, traffic calming forms essential part for traffic planning of small and medium sized municipalities and additive value and self-evident application for sites of modern cities.

However, and focusing to the effectiveness of traffic calming, it is obvious that a strategy must be followed. And this is the exact objective of this paper: the formulation and description of a strategy that should be followed for the

implementation of effective traffic calming schemes. The next paragraphs are going to highlight issues that are components of such strategies.

2. Basic concepts

At this point it is important to give the concept of traffic calming. Traffic calming is considered to be a transport policy concept or a strategy with main objective the promotion of personal mobility and the reduction of car dependency - without compromising the accessibility needs - through the promotion of pedestrian, public and bicycle transport. But what is the meaning of the terms mobility, car dependency and accessibility?

The relation between these three parameters arises from the