

91: A planted central island marks the start of Dulmen Buldern village, and a banner creates an effective (though temporary) gateway effect. Separate cycle and footways are provided, even outside the village.

92: Planted areas alternately in the centre and at the side soften the street scene and create a lateral shift to help moderate vehicle speed.

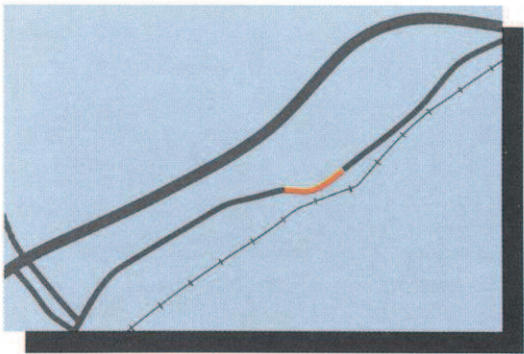
*DULMEN BULDERN
VILLAGE - GERMANY*

CONTEXT

During the 1980s the Nordrhein-Westfalen Ministry of Town Planning, Housing and Traffic undertook a study of safety and traffic calming possibilities on 27 village through roads (classified as Lander or Federal roads). The study was prompted by the fact that the average total cost of accidents on these roads was about 50% higher than that for all roads. Dulmen Buldern is an example, lying astride the B51 between Dortmund and Munster.

OBJECTIVES

The aim in Dulmen Buldern, as in the other experimental schemes, was primarily to reduce accidents and to reduce the dangers, intimidation, noise and fumes from motor traffic. All of these problems were of concern to the majority of residents interviewed. Particular concern was



expressed about the dangers of crossing the road, especially for children going to school and nurseries.

DESCRIPTION

In Dulmen Buldern the following measures were implemented:

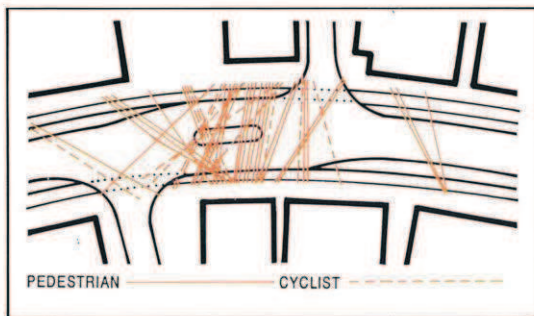
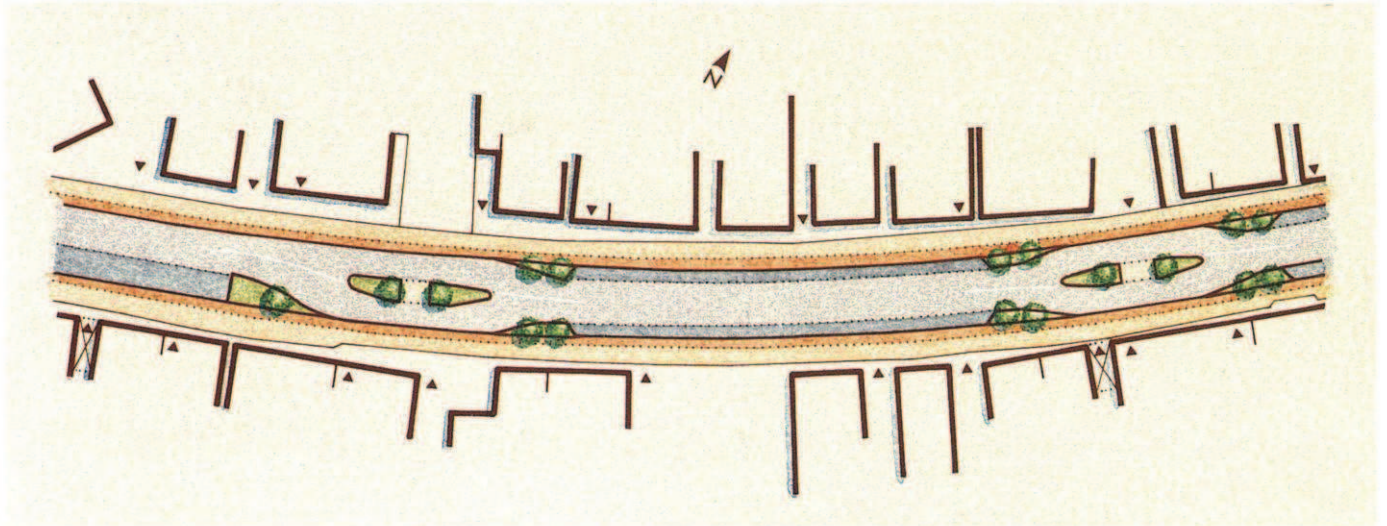
- Physical reduction of carriageway width
- Parking areas defined
- Central islands (planted) built at the village entries
- Central islands in the village centre with crossing points
- Road markings



91



92



CROSSING MOVEMENTS OF CYCLISTS AND PEDESTRIANS NEAR ISLAND



93

93: Broad central islands include tree planting, and provide comfortable shelter for pedestrians while enhancing the village atmosphere. (Photo: T. Pharoah)

- Planting of trees and shrubs
- Separate cycleways

COST

Not known.

ASSESSMENT

No separate data are available for Dulmen Buldern. "Before" studies of 15 similar through roads showed the average

cost of accidents to be 50% higher than on all traffic roads, and 85 percentile speeds in village centres above the legal limit of 30 mph in every case. 85 percentile speeds at village entrances were even higher. Carriageway narrowing was found, by itself, not to have any appreciable effect on driving speeds. The results of other "after" studies are not yet available.