

94: Entrance to Much village emphasized with a change of surface and stone walls.
(Photo: T. Pharoah)

95: Side roads are paved in brick, and the optical width of the through road is reduced by the use of tree planting either side. The stone wall feature is used in place of the standard traffic bollard.
(Photo: T. Pharoah)

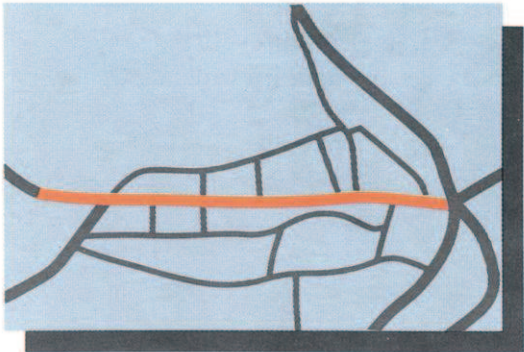
MUCH • VILLAGE
CENTRE • GERMANY

CONTEXT

The village of Much lies astride the B56 (Federal road) about 30 km east of Cologne. This through road carries about 6,000 vehicles per day of which up to 9% are lorries over 2.8 tonnes. There was no possibility of a bypass being built, and discussions with the public and relevant authorities ruled out the use of parallel residential roads to relieve the village centre.

OBJECTIVES

The original aim of the scheme's promoter (an officer in the Nordrhein-Westfalen roads authority) was to restrict traffic to improve conditions for cyclists.



The scheme eventually adopted had rather wider objectives of resolving the conflict between through traffic, the life of the village centre, and the general environment and character of the narrow main street. "Before" studies revealed that the situation was unsatisfactory in respect of the following:

- 85 percentile speeds over most of the through road were over 30 mph, with speeds over 40 mph at the village entrances
- 31 accidents in three and a half years including 1 death and 21 injuries.



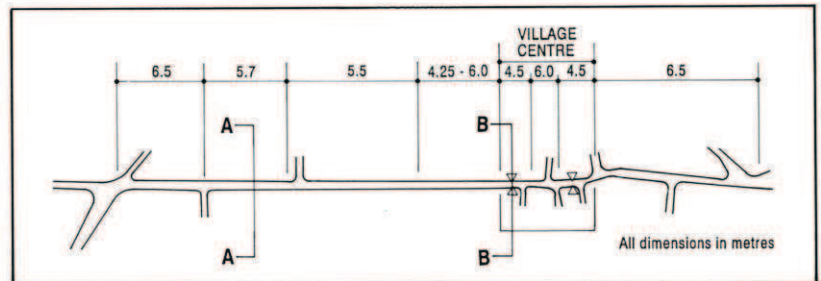
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- Street noise 70-75 dBA
- No separate path for cyclists
- Footways less than 1m width in the village centre

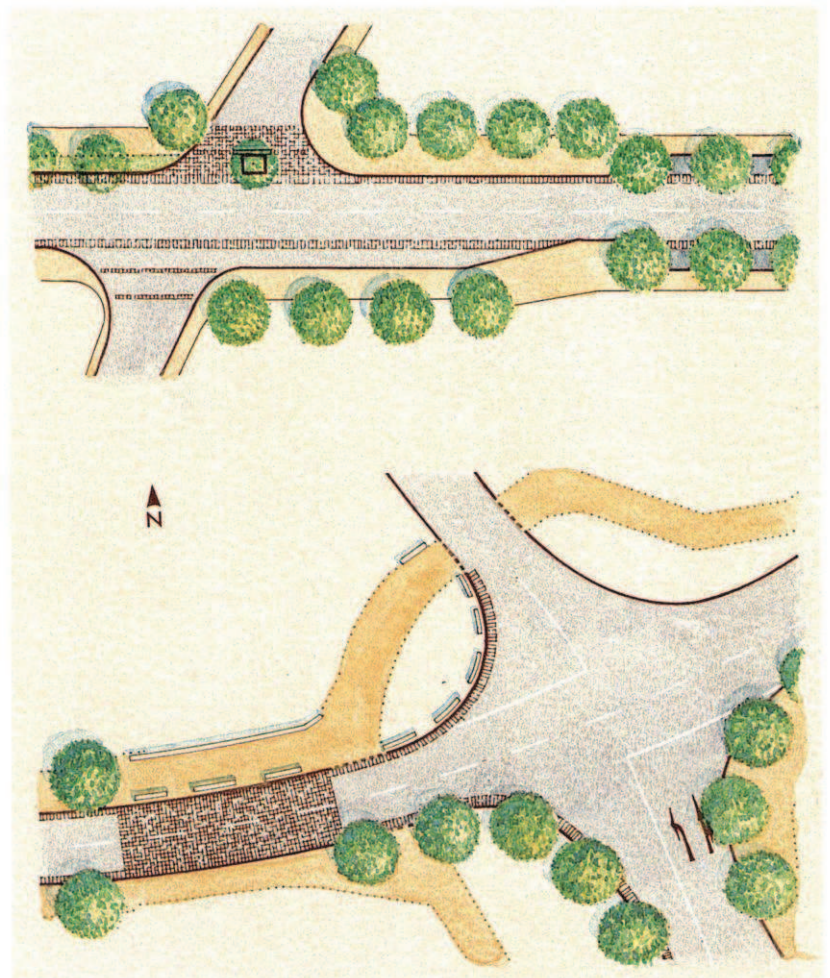
Opinion surveys showed 60% of residents dissatisfied with the situation, 80% wanting traffic calming measures, and only 10% considering action to be unnecessary.



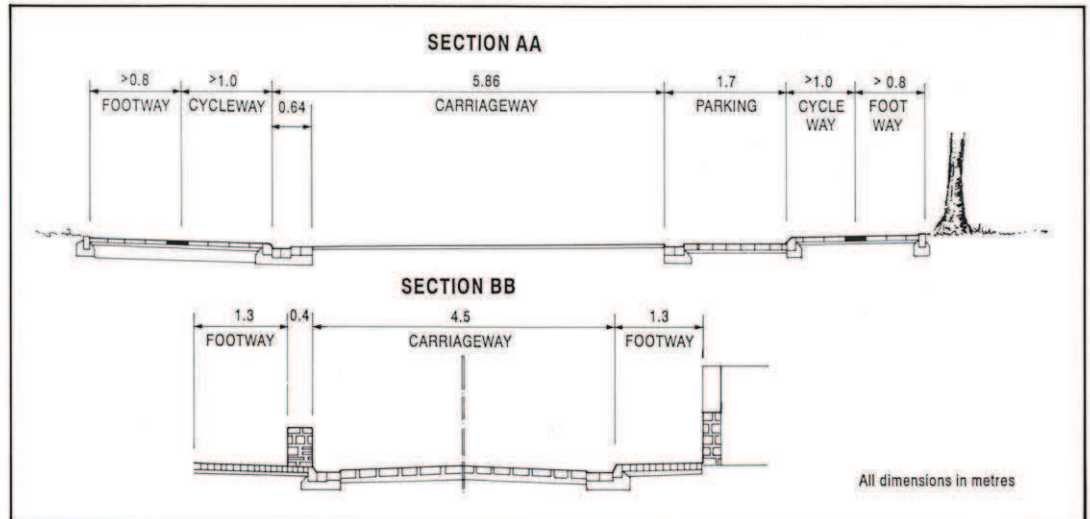
CARRIAGEWAY WIDTHS, MUCH VILLAGE THROUGH ROAD

DESCRIPTION

The overall appearance and character of the village did not allow partial reconstruction or simple measures, mainly because of tight spatial dimensions. The scheme implemented during 1987-89 consisted of a reordering of street space to include progressive reduction of the carriageway width towards the village centre, and further “optical” reduction using tree planting and side strips. At key positions, walls in natural stone were built as architectural features either side of the carriageway. Junctions were also remodeled to give greater priority to pedestrians and cyclists, and road humps were installed on adjacent village streets to avoid traffic diversions. A unique feature was the reduction in the width of the carriageway in the busiest part of the village to 4.5m, a width not normally allowed on Federal roads. This means that two cars can pass but not two large vehicles. For the latter, right of way applies to vehicles leaving the centre. There were also fairly long stretches of 5.5m - 6m, rather than the usual 6.5m. Separate cycleways were provided adjacent to the footway on the wider stretches.



96: The carriageway constrictions of 4.5m (unusual for a Federal road) are defined by walls in natural stone in the centre of the village. Note also the parking bays paved in lighter colour. (Photo: T. Pharoah)



CROSS SECTIONS THROUGH FOOTWAY AND CARRIAGEWAY



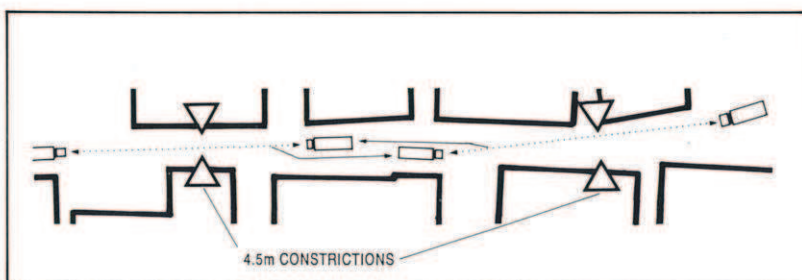
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COST

The cost of the entire scheme involving about 1.7 km of street length was about £1.7 million including 20% for architectural features such as walls in natural stone. In the main the works were funded by Nordrhein-Westfalen. Research costs were met by the Federal Roads Agency (BaST).

ASSESSMENT

Not yet available.



SIGHT LINES OF LORRIES PASSING AT VILLAGE CENTRE