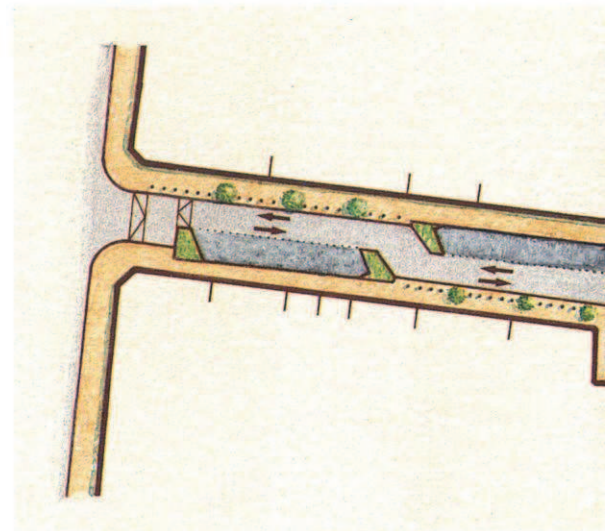
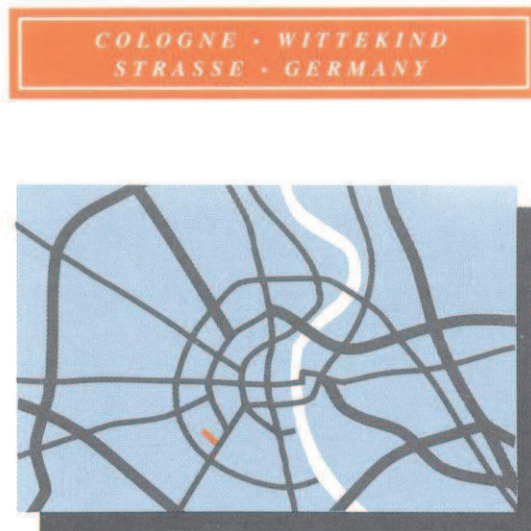


19: One-side parking has the advantage of providing drivers with an unobstructed view of one footway, here used to good effect outside a kindergarten, creating much safer conditions for children.  
(Photo: T. Pharoah)



**CONTEXT**

Wittekind Strasse is a residential street in inner south-west Cologne which was used as an evening peak hour “rat run” by drivers

seeking to avoid congestion on surrounding main roads. There were commonly 4 or 5 accidents per year, including accidents involving children coming to and from the kindergarten in the street.



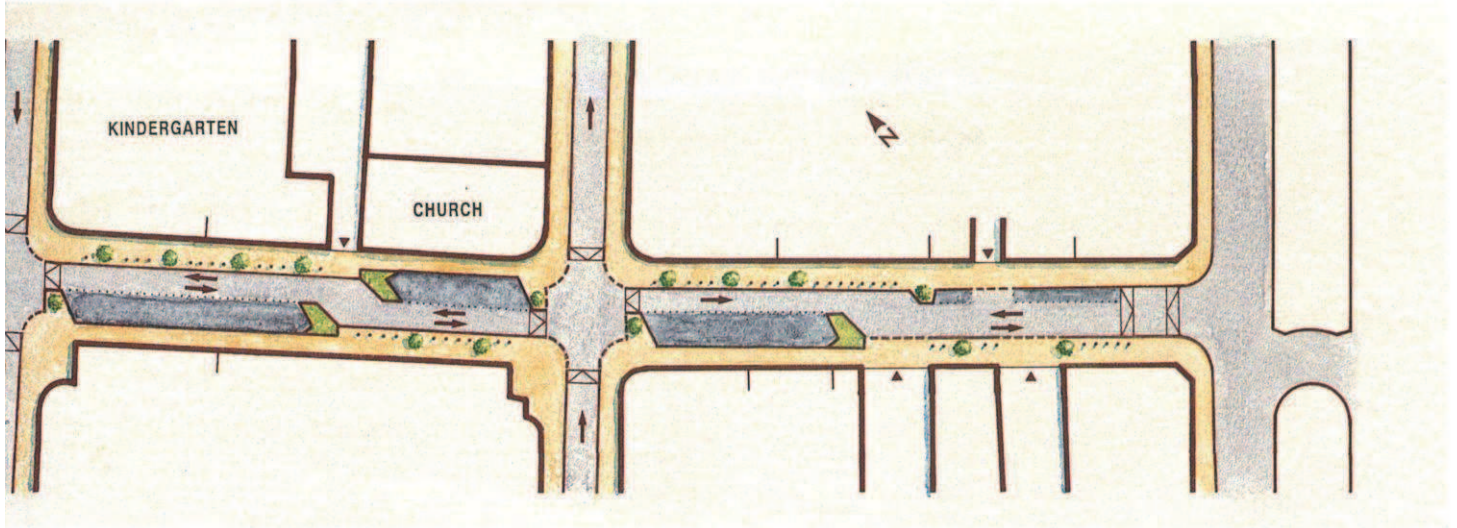
19

**OBJECTIVES**

The objectives were: to limit through traffic; to slow traffic to less than 20 mph; and to reduce accidents, especially to children.

**DESCRIPTION**

Through traffic west-bound was prevented by making a short stretch of the street one-way. Remaining traffic was slowed by narrowing the carriageway to 4.5m and by creating lateral shifts at intervals of 50m or less. In addition a plateau was provided at each junction. At two intermediate crossroads both lateral shifts and plateaux were built. The lateral shifts,



equal to the width of the traffic lane, were created by alternate 30 degree angled parking, defined by planted areas. Outside the kindergarten, the carriageway was aligned to provide maximum visibility of children on the footway.

**COST**

Not known.

**ASSESSMENT**

The scheme was planned in 1980/81 at the request of residents, and implemented in 1983. West-bound through traffic was eliminated (from 200 vehicles per hour) while east-bound traffic remained about the same (less than 100 vehicles per hour). Accidents have been reduced from 4 or 5 each year to a negligible number, and no

**20: Crossroads with plateau and lateral carriageway shift. Traffic entering from the right has priority which also helps to moderate speeds. Children warning signs have been retained in this scheme. (Photo: T. Pharoah)**



20



21

**21: Plateaux are paved in brick to footway level. This makes crossing convenient for pedestrians, but bollards are needed to prevent cars being parked at the corners. (Photo: T. Pharoah)**



22

22: For a good speed reduction effect, lateral shifts need to be at least the width of a traffic lane, as shown here. The shift is created by the provision of alternate angled parking bays, defined by permanent planted areas. Bollards prevent parking on the footway.  
(Photo: T. Pharoah)

serious injuries occurred after the scheme. The Police were initially opposed but now agree that the scheme should be retained. 85 percentile speeds are under 20 mph.