



**NCFE Functional Skills Qualification in English at Level 1
Speaking, Listening and Communication
501/1660/5**

Sample Set 2 – Residents’ Parking and Traffic Calming Schemes

Pre-Release Source Documents

Pre-Release Source Documents will help you to understand the context of this assessment. They can also be used to provide ideas, facts or opinions that you can use in discussion.

Read the documents carefully. You may discuss the contents with your Tutor before the assessment. Pre-release source documents can be taken into the assessment. Extra copies will be available.

Source Document 1: ‘Slow Down’

Source Document 2: ‘Traffic calming and speed limits’

Source Document 3: ‘Options for residents’ parking’

SLOW DOWN!

Traffic is one of the biggest causes of the death and injury of children. It's also one of the ways that children are most likely to lose a brother, sister, parent or other close relative.

Drivers who drive above the speed limit or too fast are one of the biggest causes of deaths and injuries of kids. Slowing down is the most important thing that drivers can do in towns, villages, and around schools. The slower we drive, the more chance we have to react to the unexpected.

In the UK, someone is killed by a driver who is speeding or travelling too fast for conditions every 15 hours. Police identified speeding, or driving too fast for the conditions, as contributing to 575 road deaths in 2009: that's almost two deaths a day, or 11 a week, or 48 a month. Death and injury from speed is a problem worldwide too.

One of the things you can do if you are concerned about speeding in your area is to **set up a road safety group**.

To do this you could form a committee of local people who want to improve road safety. You will need to:

- recruit people with skills, resources and interests (e.g. a business person and teacher)
- recruit people with some spare time
- keep your committee fairly small. Any bigger than eight and you may have trouble having meetings
- **involve relevant officials:** It is important to involve officials who are already working for road safety in your area. For example:
 - a Road Safety Officer who is responsible for helping educate people about how to use roads safely. Your Road Safety Officer is employed by the council (in Scotland they may be employed by the police). You can contact your local Road Safety Officer by calling your local council
 - a Safety Engineer who is responsible for safety measures on roads, e.g. road signs and junction design. Your Safety Engineer is employed by the council
 - the police force's Traffic Officers who are responsible for enforcing traffic laws.

Another thing you can do is to carry out a survey and give children and young people in the area a 'voice'. Ask them how speed affects their lives; at home, school and play and what they'd like to see changed. Children are often scared of traffic in their communities and describe traffic as fast and coming out of nowhere.

Source Document 2: 'Traffic calming and speed limits'

Directgov

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Travel and transport

Traffic calming and speed limits

Traffic calming is used to improve road safety. It works by slowing drivers' speeds. This document explains who installs it and how to request traffic calming in your area.



Road features used include:

- road humps
- speed cushions
- build-outs
- chicanes
- rumble strips
- traffic islands.

Who decides where traffic calming is needed?

The highway or road authorities decide whether a road needs traffic calming and which measures are best if it does. The traffic problem will dictate the location, type and size of any traffic calming. These are usually chosen after discussion with Road Safety Officers, local people and the emergency services.

How can I ask for traffic calming in my area?

You need to contact your local highway or road authority. Your local council should be able to put you in touch with them. You should explain why traffic calming is needed. The authority may then conduct a study to assess the problem.

How do I set about getting a local speed limit changed?

If you would like a speed limit to be lowered or changed you should contact your local council. The council will seek a police view on any proposed changes to a speed limit. Things about the road will be taken into account. This might include the level of activity on the road, the accident record and the problem caused to a community by the speed of vehicles.

Find out about speed limits in your area.

Before deciding to change an existing speed limit the Traffic Authority must consider things, including:

- accident and death savings
- improvement to the area
- improvement for vulnerable road users
- reduction in public concern
- increased journey times
- costs of doing it
- costs of engineering and up keep
- bad environmental impact of the work
- costs of enforcement.

If it is considered that a change in the speed limit is best, then a speed limit order has to be made. This involves a legal process.

Adapted from documents available on the www.direct.gov.uk

Source Document 3: 'Options for residents' parking'

Directgov

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Travel and transport

Options for residents' parking

Parking in a controlled zone

A parking zone is a street or area where parking is organised to help residents park their vehicles. This means that parking is only allowed in parking bays and that the rest of the kerbside space has yellow lines. The aim of parking zones is to put off non-resident and long stay parking by people from outside the area such as shoppers or commuters.



Residents' parking schemes

Your area might have a lot of parked vehicles not belonging to residents. In some areas the parking might stop residents who have no off-street space (a drive or garage) finding a space close to home.

Some rules might be used to sort out access or other problems associated with high levels of parking. These would not help residents as they stop both residents and non-residents parking. It is possible to regulate in favour of residents by introducing a controlled parking zone. Within such a zone, parking is wholly or partly for vehicles with a permit issued by the highway authority. Permits are normally issued to residents living within the area of the zone and issued by of the Director of Communities.

Controlled parking zones do not sort out all resident parking concerns. Residents' parking permit schemes have advantages and disadvantages.

Advantages:

- residents having no off-street parking have an improved chance to park close to home (though there are no guarantees as to space or location)
- the removal of commuter parking encourages alternative modes of transport and lowers congestion
- there should be improved accessibility and fewer accidents
- the area may be improved with fewer vehicles being parked during the working day
- a scheme may have advantages from a social, housing or planning policy aspect.

Disadvantages:

- providing parking does not fit with the main role of the highway which is for moving traffic not parking
- a parking zone in one area might make parking problems in nearby areas worse
- a scheme may bring complaints from residents who do not have a scheme
- there is often not enough space for all residents' vehicles
- parking for visitors is restricted by the space, permit availability or time limits on waiting
- a scheme could have a bad effect on business or other activities.

Adapted from information about Nottinghamshire County Council's Residents' Parking Scheme and www.direct.gov.uk