

## Highways Committee

29 September 2010

**Proposed Traffic Calming Scheme  
C60 Margaret Street ,  
Ludworth**



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### **Report of Terry Collins, Director of Neighbourhood Services**

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#### **1.0 Purpose of the report**

- 1.1 To advise members of representations received with regard to a traffic calming scheme on C60 Margaret Street, Ludworth.
- 1.2 This report requests that members consider the representations received in relation to the proposals and endorse the recommendation.

#### **2.0 Background**

- 2.1 Public concern regarding speeding on C60 at Ludworth was highlighted by the local members and Parish Council. As a result, Councillor Maureen Wood and Councillor Carol Woods requested that a traffic calming scheme be proposed in addition to the existing pinch point and to proceed with the usual consultation exercise for schemes of this nature.
- 2.2 The results of a speed survey indicated that, whilst vehicle flows were not high, the percentage of vehicles (34%) travelling above the posted 30mph speed limit was inappropriate for the area. The average speed of traffic was 25.5mph.
- 2.3 A draft scheme comprising of 3 No. sets of speed cushions was prepared combined with improved road markings including the provision of a protected right turn.

Each of the 29 properties on Margaret Street received a consultation letter, a plan of the scheme, a pre-paid reply card and a list of frequently asked questions (FAQs) with responses. Residents were then invited to respond with their comments.

- 2.4 A total of 3 cards were returned. Of these, 2 indicated support for the scheme and 1 raised a number of representations.

- 2.5 The formal advertisement of the proposal, in the press and on-site, started on 24 June 2010 and ended on 16 July 2010. During this period no objections were received.
- 2.6 Residences from which representations were received are shown on the attached plan.
- 2.7 The Police are in support of the scheme.
- 2.8 The local members, Councillors Carol Woods and Maureen Wood, are minded to support the scheme.

### **3.0 Representations**

- 3.1 The topic of representation is reported together with the County Council's response.
- 3.2 Representation 1

#### **The road will not be able to be cleared of snow in the winter**

*Response: If traffic calming is introduced the road will not be treated any differently during the winter than it is at present.*

- 3.3 Representation 2

#### **There have been no accidents so will not save £65k**

*Response: The scheme is being funded from Local Member's Allowance and is considered to be a cost effective means of responding to the issues raised by residents. The national average cost of an accident is over £65k. If one accident is prevented, or the severity reduced as a result of the installation of this scheme, then it can easily be established as having been cost effective. There has been 1 accident in the last 4 years at this location where a vehicle exiting a private driveway was hit by a vehicle on the C60. A history of road traffic accidents at a location is not always a requirement for the introduction of traffic calming however the possible prevention of future accidents is obviously desirable.*

- 3.4 Representation 3

#### **Humps should be in a different location**

*Response: The proposed speed cushions were positioned in the most appropriate places that also took account of the many constraints along the road, such as driveways, junctions and bends. The cushions are also positioned to maintain spacing as even as possible within the constraints of the regulations.*

3.5 Representation 4

**Noise and vibration from traffic travelling over the humps will affect properties and quality of life**

*Response: Research has shown that overall traffic noise is actually reduced when traffic calming is implemented on roads where the traffic flow consists mainly of light vehicles. The effect of the traffic calming measures should reduce vehicle speeds and therefore have a positive effect on road safety, especially for vulnerable users such as pedestrians.*

**4.0 Recommendations and reasons**

- 4.1 It is recommended that Members consider the proposal and the representations and proceed with the proposals by setting aside the representations.
- 4.2 The presence of the traffic calming measures will reduce traffic speeds along the route to a more acceptable level thus increasing road safety. The benefits expected through implementation of the scheme outweigh the negative comments received to date.

**5.0 Background papers**

Scheme file, including representations

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