

## Highways Committee

12 June 2009

### Proposed Traffic Calming Scheme Unc. Kings Road, Wingate



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### Report of Terry Collins, Corporate Director, 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 Unc. Kings Road, Wingate.
- 1.2 This report requests that Members consider the representations received in relation to the proposals and endorse the recommendations.

#### 2.0 Background

- 2.1 Public concern regarding speeding on Kings Road was highlighted by the Local Member. As a result, Councillor Len O'Donnell requested that a traffic calming scheme be proposed and to proceed with the usual consultation exercise for schemes of this nature.
- 2.2 A draft scheme comprising of 6 No. road humps was prepared.
- 2.3 Each of the 93 properties received a letter, a plan of the scheme and a pre-paid reply card and residents were invited to respond with their comments.
- 2.4 A total of 20 cards were returned. Of these, 17 indicated support for the scheme and 3 raised at least one representation.
- 2.5 The formal advertisement of the proposal, in the press and on-site, started on 18 March 2009 and ended on 8 April 2009. During this period, 2 letters of objection were received from residents, one contradicting the support indicated on the reply card.
- 2.6 Both letters were responded to on 15 April 2009. Recipients were offered the opportunity to withdraw their objection, however, neither chose to do this.
- 2.7 Residencies from which representations were received are shown on attached drawing no. N84507/003.

- 2.8 A speed survey carried out on Kings Road showed that 7% of vehicles exceeded the 30mph speed limit and 2% exceeded 36mph. The mean speed was 28.8 mph although there are no recorded injury accidents.
- 2.9 The Police are in support of the scheme.
- 2.10 The Local Members, Len O'Donnell and Joan Wilson, support the scheme.

### **3.0 Current Position**

- 3.1 Each topic of objection is reported together with the number of objectors who raised the particular issue and the County Council's response.

#### 3.2 Representation 1

"Could spend money on other things. Gritting road, better lighting improve area."

This issue was raised by one respondent.

*Response: The necessity or otherwise of a traffic calming scheme is somewhat subjective depending upon one's viewpoint. However, the County Council is confident that, if it is implemented, vehicle speeds will be reduced which will be an improvement in road safety terms, especially for pedestrians and other vulnerable road users. 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 be easily established that the scheme has been cost effective.*

#### 3.3 Representation 2

"Double parking of cars."

This issue was raised by one respondent.

*Response: The presence of parked vehicles assists in reducing vehicle speed by narrowing the available carriageway space and/or forcing motorists to stop and give way to oncoming vehicles. Parking on footways is an increasing problem and a difficult one to resolve. If vehicles obstruct the footway then an obstruction offence may have been committed and this is enforced by the police however, there is not a specific offence for parking on a footway.*

#### 3.4 Representation 3

"Speed Hump at 17 Kings Road will stop me using my drive"

*Response: The dimensions of the speed humps are such that access into and out of driveways will not be compromised. This road hump is to be positioned at a point clear of this particular driveway.*

This issue was raised by one respondent.

### 3.5 Representation 4

“I realise the need for traffic calming measures on this road but having a hump directly outside my property is going to make gaining access to my gate from the road more difficult for me.”

This issue was raised by two respondents.

*Response: When designing traffic calming schemes we follow guidelines and regulations relating to the distances between road humps. On most occasions this will result in a hump being located outside of a property. However, as a general rule we do try to ensure that the road humps are not placed directly outside driveways and vehicle accesses. The dimensions of the road humps are such that they allow vehicles to straddle them comfortably when parking.*

### 3.6 Representation 5

“I am also concerned with the amount of damage to the springs on cars that seems to be caused by these humps.”

This issue was raised by one respondent.

*Response: The Highway Code advises in Rule 153 that motorists should reduce their speed when approaching traffic calming features that are intended to slow them down. Therefore the principle applies that if the speed cushions are negotiated at a reasonable speed, then they will not cause discomfort, damage or constitute a danger to any road user. The proposals are based upon national guidance for traffic calming measures and these take into account all types of vehicles likely to encounter these features.*

### 3.7 Representation 6

The Ambulance Service and The Fire & Rescue Service have responded giving their usual reservations regarding the effect on response times. A resident has also raised the issue of emergency vehicle response times.

*Response: It is well known that both the Fire and Ambulance Services have reservations about traffic calming measures. They have both expressed their usual concerns regarding traffic calming but have not formally objected to the proposals and support improvements to road safety.*

## 4.0 Recommendations and Reasons

### 4.1 Members are recommended to endorse the proposal to set aside the representations and proceed with the scheme.

## **Background Papers**

Correspondence on office file

Copies of correspondence have been placed in the Members' Resource Centre.

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**Contact: David Battensby Tel: 0191 332 4404**

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**Appendix 1: Implications**

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**Finance**

Funding will be provided by Local Member through the Local Area Measures Allowance.

**Staffing**

None

**Equality and Diversity**

None

**Accommodation**

None

**Crime and Disorder**

The measures will discourage the issues associated with inappropriate driving along the road.

**Sustainability**

None

**Human Rights**

None

**Localities and Rurality**

As detailed in report.

**Young People**

Potential safety improvements.

**Consultation**

Residents and statutory consultation carried out on 26 November 2008.

**Health**

None