
**TRAFFIC CALMING - FIRTHMOOR PHASE 5
ESTORIL ROAD SOUTH, FIRTHMOOR CRESCENT,
HEWITSON ROAD SOUTH, INGLEBY MOOR CRESCENT,
LANETHORPE CRESCENT, MARSTON MOOR ROAD**

**OBJECTION TO ROAD HUMPS ADVERTISED UNDER
SECTION 90A OF THE HIGHWAYS ACT 1980**

Responsible Cabinet Member - Councillor Nick Wallis, Highways and Transport Portfolio

Responsible Director - John Buxton, Director of Development and Environment

Purpose of Report

1. For Members to consider the objections to road humps outside or adjacent to:
 - (a) No 42 Firthmoor Crescent;
 - (b) Nos 69, 71, 74 and 76, Hewitson Road South; and
 - (c) Nos 10 and 12 Ingleby Moor Crescent

Information and Analysis

2. In 2002 the Firthmoor Estate, Traffic Management Study was carried out and accident data for the 56 months (5 years 8 months) between 1 January 1998 and 31 August 2002 was as indicated:-
 - (a) In total, 23 personal injury accidents (PIAs) have been recorded on the estate within the 56 month analysis period. This amounts to 4.9 PIAs per year. Of the 23 PIAs, 1 was rated as serious and the remaining 22 rated as slight. No fatal accidents were recorded. In total, 31 casualties were recorded resulting in a rate of 1.3 casualties per accident.
 - (b) A review of vehicles involved in the PIAs indicated that buses were involved in 43% of all accidents recorded within the study area. Accidents involving single private motor cars made up 30% of the recorded accident whereas cyclists were involved in 17% of the total.
 - (c) Only 3 (13%) of the 23 PIAs occurred in the dark, with 2 occurring with street lights present and lit, and one occurring in an area without street lights. Six (23%) of accidents were recorded on a wet or damp road surface, with 3 (13%) occurring whilst it was raining.
 - (d) Nine (39%) of the 23 PIAs recorded over the study period involved pedestrians, all of which were under the age of 16. Four (17%) involved bus passengers, and a further

three (13%) involved vehicles colliding whilst carrying out turning manoeuvres. Of the casualties involved, 19 (61%) were under the age of 16, 11 (35%) were between the ages of 16 and 65, and 1 (4%) was over the age of 65.

It was subsequently decided following consultations with the Firthmoor Community Partnership to implement a phased comprehensive traffic calming scheme in Firthmoor.

3. Phases 1 to 4 of the Firthmoor Traffic Calming Scheme have already been implemented and, generally, have been well received. After studies also indicated that speeds had been reduced by approximately 10%. The final Phase of the scheme, Phase 5 of the works, includes the provision of speed cushions, both on their own and in conjunction with a give way (pinch and cushion feature).
4. Phase 5 will cost approximately £50K and is being funded through the Local Transport Plan (LTP). The previous phases have been funded from both LTP and Single Regeneration Budget (SRB) sources.
5. Agreement has been obtained from emergency services and other statutory consultees.
6. Under Section 90A of the Highways Act 1980 publicity is required prior to the implementation of the raised features (speed humps and cushions). When the proposals were published, seven formal objections were received (from residents who had previously objected to the principle of the scheme). Some objections were not highway related and were therefore inadmissible. Those objections which are admissible can be summarised as follows:
 - (a) reduction of on-street parking;
 - (b) restriction of vehicular access;
 - (c) unnecessary because there is no rat-running and no excessive speed;
 - (d) environmental considerations, ie increased air and noise pollution;
 - (e) damage to vehicle suspension/steering; and
 - (f) increased traffic congestion.

Inadmissible objections included:

- (a) reduction in property values;
- (b) suggestions that funding could be used for other purposes such as speed cameras and highway maintenance; and
- (c) unspecified dislike of traffic calming features.

Outcome of Consultation

7. In considering the objection to the road humps, the following points are relevant:-
- (a) There will inevitably be a small reduction in on-street parking, but there is still far more capacity for on-street parking than is required.
 - (b) The scheme has been designed to ensure that vehicular access will not be restricted.
 - (c) In total some 300 Questionnaires were issued and 81 completed responses received, of these 72% of respondents considered speeding to be a problem and 56% of respondents considered “rat-running” to be a problem. Similar percentages considered that our proposals would resolve the speeding and “rat-running” problems. In general, accident severity and frequency are linked with speed, albeit other factors have an influence. Lower speeds result in fewer and less severe accidents. Accident statistics indicate that when hit by a vehicle at 20 mph, 10% of pedestrians will die. If the vehicle speed is 30 mph this rises to 50% and at 40 mph this rises still further to 90%. For vehicle occupants, the relative risk again rises steeply with speed, with the risk of serious injury being five times greater at 40 mph than at 20 mph.
 - (d) The proposed scheme, which includes speed cushions and pinch and cushion features will reduce traffic speeds outside the properties in question and generally over the area thus resulting in a reduction in the noise generated by vehicles. On the matter of environmental effects, the Department of Transport has undertaken studies to ascertain the effects on vehicle and traffic noise following the installation of road hump and speed cushion schemes. Measurements of vehicle noise (noise of individual vehicles) taken at speed cushion locations and at ‘between’ cushion locations before and after installation indicated for both light and heavy vehicles noise level reductions of between 2.7 and 3.8 dB(A) at cushions and 1.6 and 4.1 dB(A) between cushions. Hourly traffic noise exposure levels outside adjacent residential properties were found to be consistently lower during the day time and night time periods by between 1.9 and 4.7 dB(A). In terms of maximum noise there has been no consistent increase or decrease in maximum hourly traffic noise levels during the hours 0500-1900. Regarding the effect on atmospheric pollution it is generally accepted that free flowing traffic results in lower emissions than in conditions where deceleration/acceleration conditions occur. However, the number of deceleration/acceleration movements would have to be very large in number to have any significant effect. Most of the time drivers would not be faced with a deceleration/acceleration situation, rather it would be a case of them proceeding at a reduced speed to enable them to negotiate the traffic calming features comfortably.
 - (e) Although there have been general claims of damage to vehicles by traffic calming features, we have never received any conclusive evidence that when a vehicle is driven correctly and at an appropriate speed for the prevailing road conditions damage has been caused.
 - (f) There is no congestion at the present time. The volumes of traffic involved are generally low and any reduction in speed of traffic is unlikely to have any significant impact.

- (g) A resident has asked that the Council provide speed cameras. However, Durham Constabulary do not operate with fixed speed cameras and hence it is not possible to accommodate this request.
- (h) All emergency services (Police, Fire and Ambulance) and bus operators have been consulted and have indicated that they do not object to the proposals.

Legal Implications

- 8. This report has been considered by the Borough Solicitor for legal implications in accordance with the Council's approved procedures. There are no issues which the Borough Solicitor considers need to be brought to the specific attention of Members, other than those highlighted in the report.

Section 17 of the Crime and Disorder Act 1998

- 9. The contents of this report have been considered in the context of the requirements placed on the Council by Section 17 of the Crime and Disorder Act 1998, namely, the duty on the Council to exercise its functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent, crime and disorder in its area. It is considered that these proposals will support ongoing initiatives to address crime and disorder.

Council Policy Framework

- 10. The issues contained within this report do not represent change to Council policy or the Council's policy framework.

Decision Deadline

- 11. For the purpose of the 'call-in' procedure this does not represent an urgent matter.

Recommendation

- 12. It is recommended that the objection to the speed reduction features in the following locations be set aside.
 - (a) No 42 Firthmoor Crescent;
 - (b) Nos 69, 71, 74 and 76 Hewitson Road South; and
 - (c) Nos 10 and 12 Ingleby Moor Crescent.

Reasons

- 13. To allow the implementation of Phase 5 of the Traffic Calming Scheme and thus the completion of the area wide Traffic Calming Scheme.

John Buxton
Director of Development and Environment

Background Papers

- (i) Plan showing overall scheme and location of humps/cushions.
- (ii) Consultation letters and questionnaire.
- (iii) Press advertisement for Road Humps.
- (iv) Letters of objection

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