

---

**REID STREET SCHOOL  
OBJECTION TO ROAD HUMP NOTICE**

---

**Responsible Cabinet Member - Councillor David Lyonette, Transport Portfolio**

**Responsible Director - Richard Alty, Director of Place**

---

**SUMMARY REPORT**

**Purpose of the Report**

1. For Members to consider an objection that has been received to the publication of a notice under the terms of Section 90a of the Highways Act 1980 to construct speed cushions. The cushions form an integral part of the Reid Street School Safer Route to School scheme, which forms part of the Local Transport Plan capital programme.

**Summary**

2. Darlington's Local Transport Plan seeks to tackle traffic congestion, improve accessibility and maintain its good record in travel safety through a programme of physical improvements to the highway. This is supported by a programme of education, information and publicity to inform residents of the travel choices available in Darlington.
3. Parental travel choice can cause significant congestion on the highway network at peak times and we are seeking to reduce its impact by encouraging increased levels of walking and cycling to school. Excessive and inconsiderate parking around schools can increase the potential for road traffic accidents and is a cause of considerable nuisance to residents. We aim to tackle this through providing safer environments around schools in which to walk and cycle, primarily through our safer routes to schools and school 20mph initiatives. These physical works are supported by our school travel plan, cycle and pedestrian training, road safety education and publicity programme.
4. School age children have indicated to us that one of the main reasons that they choose not to walk or cycle is their perception of danger caused by the speed and volume of traffic. This is particularly the case when travelling along, or crossing, busy roads. The Council has therefore undertaken a process of providing a safer environment for pedestrians and cyclists, particularly near schools.
5. Reid Street School is located adjacent to the junction of Reid Street and Hollyhurst Road. It is proposed to form a 20mph zone on the side roads to the east of Hollyhurst Road and on the northern section of Greenbank Road to link to the existing Corporation Road 20mph zone. The zone is intended to ameliorate parental and pupil concern regarding the speed of

traffic and in so doing encourage more pupils to walk or cycle to school more often. It will, of course, also benefit residents with fewer cars travelling at excess speed.

6. It is proposed to provide full width road humps at appropriate locations on Craig Street, the northern section of Greenbank Road, Reid Street and Roseberry Street. The remaining streets within the area were not considered to require humps or other physical speed reduction measures due to their layout. We try to minimise the number of road humps within 20 mph zones to reduce cost and their impact on residents. A plan showing the location of the proposed humps is attached at **Appendix 1**.
7. An objection was received from a resident of Greenbank Road, which stated that whilst she did not object to the implementation of a 20mph zone she did not consider that road humps were needed and that they would create more problems than they resolved. She also felt that they could reduce the availability of parking. The full content of the objection letter and the officer's response are provided in the main report.
8. Officers consider that on balance the scheme should proceed as advertised given that a majority of residents that responded to the scheme consultation were in favour. The terms of the objection are not considered to be substantive enough to warrant the omission of the hump from the scheme.

### **Recommendation**

9. It is recommended that:-
  - (a) The resident's objection to the construction of road humps be set aside.
  - (b) The proposals be implemented as advertised.

### **Reasons**

10. The recommendations are supported by the following reasons:-
  - (a) The resident's objection is not considered to be substantive for the reasons expressed in the main report.
  - (b) The scheme consultation process indicates that a majority of local residents support the proposed scheme.

**Richard Alty**  
**Director of Place**

### **Background Papers**

- (i) Reid Street Engagement Report.
- (ii) Resident's letter of objection.

Andy Casey : Extension 2746  
cc

S17 Crime and Disorder	Schemes are designed to take crime and disorder and anti-social behaviour issues into account where appropriate.
Health and Well Being	Sustainable transport schemes have health and well being outcomes.
Carbon Impact	The Local Transport Plan provides a framework for sustainable travel, which schemes are in line with.
Diversity	Disability groups consulted on schemes.
Wards Affected	Pierremont, Northgate
Groups Affected	All groups.
Budget and Policy Framework	In line with Cabinet approved third Local Transport Plan 2011-2016.
Key Decision	No
Urgent Decision	No
One Darlington: Perfectly Placed	Measures to provide a safer living, walking and cycling environment have One Darlington benefits. Measures to encourage more efficient traffic movement have Perfectly Placed benefits.
Efficiency	The scheme has been designed to utilise full width road humps which are a relatively cost effective form of physical traffic calming.

## MAIN REPORT

### Information and Analysis

11. The speed and volume of traffic is often raised by residents as an issue that affects their communities and the travel choices they make. In particular, the speed of traffic on residential roads is a cause for concern not only in terms of highway safety but also because of the impact that it has on residents' quality of life. School age children have indicated to us that one of the main reasons that they choose not to walk or cycle is their perception of danger caused by the speed and volume of traffic. This is particularly the case when travelling along, or crossing, busy roads. The Council has therefore undertaken a process of providing a safer environment for pedestrians and cyclists, particularly near schools.
12. We normally try to provide 20 mph zones across a wide area in order to have a consistent speed limit and to encourage drivers to travel in a safe manner and at a speed that does not affect the quality of life of residents. We therefore propose to introduce a 20 mph zone over the area shown on the **Appendix 2**. To do this we propose to provide full-width road humps on Craig Street, the northern section of Greenbank Road, Reid Street and Roseberry Street. We try to minimise the number of road humps within 20 mph zones to the minimum to reduce cost and their impact on residents whilst maintaining low vehicle speeds.
13. It is also proposed to take the opportunity of improving dropped kerb provision in the area to improve access to services for residents with mobility impairment, the elderly and parents/guardians with push chairs.
14. The proposed traffic calming measures, backed up with appropriate signs and road markings, would provide a self enforcing 20mph zone. This is an approach we have taken elsewhere in Darlington and is proven to effectively slow traffic down, providing a safer environment in which to live and in a number of cases reducing the number of casualties arising from road traffic accidents.
15. Consideration was given to the installation of humps on Hollyhurst Road but it was decided not to progress this option after discussions with Durham Police regarding emergency response times, particularly for emergency vehicles attending the hospital.
16. Cars do make a noise as they go over humps and can, on occasions, result in vibration.
17. The works to install the humps will unfortunately cause some disruption to residents as construction works proceed and may, on occasion, necessitate the imposition of "one-way" working or road closures and a temporary reduction in on-street parking availability so that the works can be carried out in a safe manner. There will be no permanent reduction in on-street parking provision as residents can park across the features.

### Outcome of Consultation

18. Residents affected by the proposals were hand delivered a consultation letter and were asked to complete a questionnaire on the proposed measures and reply using a pre-paid envelope. The consultation documents were sent to approximately 510 dwellings and 95 residents responded, a response rate in the region of 19%.

19. There was a majority against the construction of road humps in Elms Road and West Crescent and these two roads were consequently omitted from the proposed 20mph/traffic calmed area. Elms Road and West Crescent accounted for 23 of the responses received with 17 against the scheme and 6 in favour of it. When these are stripped out of the consultation responses the revised 20mph zone area received 72 responses with 42 (58.3%) in favour and 30 (41.7%) against.
20. The proposed speed cushions require Road Hump Notices to be published advising the fact that the Council is proposing to install road humps. Residents were notified of their right to formally object to the speed cushion element of the scheme in a letter to residents outlining the outcome of the consultation process.
21. The notices were published in the Northern Echo on 14 December 2011. The closing date for objections was 11 January 2011. Notices were also placed and maintained on site during the objection period. One objection was received from a resident and the table below details the different issues raised in the objection letter and a response from officers.

Issue	Officer Response
<p>I object to build road humps in Greenbank Road. I feel they are totally unnecessary and will cause more problems than they will solve.</p> <p>You may be aware that the north end of Greenbank Road is not as wide as the south end. There are major problems already with cars parked on both sides of the road. A lot of the cars are owned by Hospital staff and visitors, and at 9am and 3pm, parents of children attending Reid Street School.</p> <p>Due to parked cars, the road is confined to single lane traffic. With cars constantly pulling in and out trying to get along the road, this makes it almost impossible to reach 20mph, let alone exceed it. I feel that there is absolutely no need for 'speed humps'. They would be a waste of money, money that could be better spent elsewhere.</p> <p>In addition, I feel that the humps would increase the parking problems as people are unlikely to park on the humps themselves, causing more parking issues.</p>	<p>The road humps have been located to form a self enforcing 20mph zone. There location and spacing is important in ensuring that vehicles do not exceed the proposed 20mph limit.</p> <p>This section of Greenbank Road froms a 250m long straight and without physical traffic calming measures, there is a concern that cars will travel at inappropriate speeds to the detriment of vulnerable road users and vehicles emerging from parking bays or side streets. This is particularly important given the number of parked cars on the road, many of which restrict visibility from the side road junctions.</p> <p>It may be that at school start and finish times that vehicle speeds are reduced due to the large volume of vehicles in the area. At other times, particularly at night time, there will not be those opposing flows and speeds will tend to be higher. The road humps are intended to restrict vehicle speeds at all times of the day.</p> <p>Cars are permitted to park across humps so there should not be any reduction in the availability of on-street parking.</p>