
**FITZWILLIAM DRIVE JUNCTION IMPROVEMENT
OBJECTIONS TO ROAD HUMP NOTIFICATION**

Responsible Cabinet Member – Councillor David Lyonette, Transport Portfolio

Responsible Director – Cliff Brown, Director of Community Services

SUMMARY REPORT

Purpose of the Report

1. The purpose of this report is for Members to consider an objection that has been received against the construction of road humps on Fitzwilliam Drive and Wensleydale Road.

Summary

2. A traffic calming scheme was introduced on Fitzwilliam Drive in 2004/05 with further amendments happening in 2005/06. The aim of the scheme was to:
 - (a) reduce the attractiveness of Fitzwilliam Drive and other adjacent roads as a route for non-residents;
 - (b) improve safety by reducing vehicle speeds; and
 - (c) provide greater priority for vehicles exiting Leyburn Road.
3. In 2006 officers developed a proposal to introduce a 20mph Zone on Fitzwilliam Drive and the surrounding area. As part of the proposal a number of side roads would have required physical traffic calming measures as only Pendleton Road and Leyburn Road are currently traffic calmed. The outcome of consultation was there was not a clear majority in favour and the scheme was deferred. However, one outcome from consultation was a general concern relating to some elements of the existing scheme.
4. In light of the residents' concerns these elements have been reviewed and further proposals put to residents to modify the scheme. They are:
 - (a) To remove the mini roundabout junction at Fitzwilliam Drive/Leyburn Road and replace it with a crossroads junction, Fitzwilliam Drive/Wensleydale Road having priority and Leyburn Road traffic having to give way.
 - (b) To introduce a new pair of speed cushions on Fitzwilliam Drive close to Leyburn Road and a gateway feature and appropriate signage close to North Road. These are required as a result of the roundabout being removed to satisfy the current guidance on 20mph Zones.

5. The proposals have been the subject of local consultation with a majority expressing support for the scheme proposals. A road hump notice was advertised in the Darlington Advertiser on 30 December 2009 with objections being accepted up until 22 January 2010.
6. An objection to the road hump order was received from a resident in Campion Road stating that there were already numerous speed restriction devices on Fitzwilliam Drive, that he did not want anymore and would in fact like the existing humps to be removed. He further commented that the proposed junction arrangement would exacerbate traffic queues.

Recommendations

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

Reasons

8. The recommendations are supported by the following reasons:-
 - (a) The resident's objection is not considered to be substantive for the reasons set out in the chart in paragraph 19.
 - (b) The scheme consultation process indicates that a majority of local residents support the proposed scheme.

Cliff Brown
Director of Community Services

Background Papers

- (i) Fitzwilliam Drive engagement report.
- (ii) Resident's letter of objection.
- (iii) Copy of the advertised notice.

Andy Casey : Extension 2746

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.
Sustainability	The LTP provides a framework for sustainable travel, which schemes are in line with.
Diversity	Disability groups consulted on schemes.
Wards Affected	North Road
Groups Affected	All groups.
Budget and Policy Framework	In line with Cabinet approved second Local Transport Plan 2006-2011.
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 second Local Transport Plan 2006-2011 was assessed for value for money by the Department for Transport. The detailed design of the scheme has been carried out to ensure that it meets the Local Transport Plan objectives with minimum cost.

MAIN REPORT

Information and Analysis

9. 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.
10. In 2002/03 a traffic management study was carried out which led, in 2004/05 to the inception of a traffic calmed area that included Fitzwilliam Drive & Wensleydale Road and adjacent side roads. In 2005/06 a mini roundabout together with a short section of one-way road was introduced at the Fitzwilliam Drive/Wensleydale Road junction with Leyburn Road, in order to further reduce inappropriate motor vehicle journeys, principally on Leyburn Road (south).
11. In 2006 the Council consulted residents on a proposal to form a formal 20mph Zone on Fitzwilliam Drive and all of its side roads. As part of the proposal a number of side roads would have required physical traffic calming measures as only Pendleton Road and Leyburn Road are currently traffic calmed. The proposal did not have a clear majority in favour and was therefore deferred. Residents did raise concerns over the operation of the mini roundabout and it was decided to review its operation over a period of time.
12. The mini roundabout and traffic calming has now been in place for a number of years. Residents and Elected Members have continued to highlight issues with the operation of the mini roundabout. The concerns related to the roundabout encouraging through traffic that would otherwise have used North Road, leading to increased traffic levels and excessive queuing. In addition, there is an on-going issue of motorists' non-compliance with the one way exit onto the roundabout from the southern section of Leyburn Road.
13. In light of the residents' concerns elements of the scheme have been reviewed. The proposals from the review are:
 - (a) To remove the roundabout junction and replace it with a crossroads junction, with Fitzwilliam Drive/Wensleydale Road having priority and Leyburn Road traffic having to give way.
 - (b) To introduce a new pair of speed cushions on Fitzwilliam Drive close to Leyburn Road and a gateway feature incorporating a pair of speed cushions and appropriate signage close to North Road. These are required as a result of the roundabout being removed to satisfy the current guidance on 20mph Zones.
 - (c) The existing no entry into the southern section of Leyburn Road will be retained but there will be some amendments to the kerblines on the approach and bollards are proposed to deter vehicles over running the footway.

Costs

14. The estimated cost of the works is £15,000 to be funded from the Local Transport Plan Speed Management budget.

Outcome of Consultation

15. A scheme consultation pack was sent out to Ward Councillors and approximately 250 residents in of Leyburn Road, Wensleydale Road, Pendleton Road, Wadham Grove and those residents of Thompson Street East and North Road who have a vehicular access onto Leyburn Road. In addition, statutory consultees such as Durham Constabulary were also contacted for their views.
16. A total of 47 residents responded to the consultation, which equates to a relatively good response rate in the region of 19%.
17. There was a majority in favour of the removal of the roundabout with 57% of those offering a view in favour and 43% against. Similarly there was a majority of 55% in favour of provision of road humps and 45% against.
18. 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 the consultation pack.
19. The notices were published in The Advertiser on 30 December 2009. The closing date for objections was 22 January 2010 though objections were accepted up until 29 January 2010, the date that the scheme consultation closed. One objection was received from a resident. The table below details the different issues raised in the objection letter and a response from officers.

Issue	Officer response
<p>There are already numerous speed reduction devices in Fitzwilliam Drive and we most certainly do not need anymore. I have many times written to my three local Councillors requesting their removal but so far without success. I have complained about the break up of tarmac around the existing speed bumps and the infilling of red tarmac with black tarmac looks a real mess.</p>	<p>A majority of local residents are in favour of the additional feature (55% in favour and 45% against) and we therefore propose to construct the proposed speed cushions.</p> <p>The existing traffic calming measures were the subject of a similar consultation process which led to the Council deciding to construct them. We have no intention to remove them as they have had a beneficial effect in terms of casualty and speed reduction.</p> <p>The edges of some of the existing speed cushions have become a maintenance issue, particularly since the recent inclement weather. These will be inspected and any remedial measures deemed necessary will be actioned.</p>
<p>We successfully campaigned against the Council's ridiculous intention to install speed bumps in Champion Road and this new idea is simply a waste of our money.</p>	<p>This is not grounds for objection to the road hump notification.</p> <p>As mentioned above, we proposed to introduce a 20mph zone in this area both on roads where traffic calming was present and on roads where it was not such as Champion Road. The current regulations for introducing 20mph zones require that physical speed</p>

Issue	Officer response
	<p>reduction measures such as speed cushions need to be provided. A number of residents objected to the requisite speed cushions and having regard of those residents the scheme was deferred.</p> <p>The proposed scheme has been developed as the result of residents' and Ward Members' concerns.</p>
<p>I have in addition complained about the off set roundabout at the Leyburn Road junction and these proposals will only exacerbate the traffic queues.</p>	<p>This is not grounds for objection to the road hump notification.</p> <p>Officers consider that the proposed changes will, on balance, be of assistance to local residents though there will still be some residual traffic queuing issues at times when North Road is busy. The scheme should further inhibit through traffic from short cutting through this residential area.</p>