
**20 MPH ZONE – PRIOR STREET (PART), COCKERTON GREEN (PART)
AND NEWTON LANE (PART)**

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

**Responsible Cabinet Member(s) - Councillor Nick Wallis,
Highways and Transport Portfolio**

Responsible Director(s) - John Buxton, Director of Development and Environment

Purpose of Report

1. For Members to consider and if thought fit to set aside an objection to a speed table outside No 6, 8 and 10 Newton Lane.

Information and Analysis

2. Following a petition and requests from residents and parents of pupils at the two primary schools which front with Prior Street and Newton Lane, and subsequent accident investigations, a traffic calming scheme was developed which included a 20 mph Zone. There have been nine reported personal injury road accidents at this location, two of which involved child pedestrians.
3. The proposed works to achieve the 20 mph zone include the provision of speed cushions, speed tables and mini-roundabouts.
4. The scheme will cost approximately £60K and is being funded through the Local Transport Plan.
5. Agreement has been obtained from emergency services and other statutory consultees.
6. The raised features (speed humps and cushions) were publicised under Section 90A of the Highways Act 1980. One objection was received (from a resident who had previously objected to the principle of the scheme) on the basis of its environmental impacts, quoting noise and emissions from vehicles. Unfortunately, despite our best endeavours the resident is not prepared to withdraw his objection to the speed table outside his property.

Outcome of Consultation

7. In considering the objection to the 20 mph speed limit zone, the following points are relevant:

- (a) Current regulations relating to the implementation of 20 mph speed zones require that they should be accompanied by traffic calming measures. Indeed, the Chief Constable, whose officers are ultimately responsible for enforcing speed limits, has previously indicated in discussions that he would not be supportive of a 20 mph speed limit unless traffic calming measures were also implemented such that the limit would effectively be self enforcing.
- (b) The proposed scheme, which includes speed tables, speed cushions and mini roundabouts, will reduce traffic speeds outside the property in question thus resulting in a reduction in the noise generated by vehicles.
- (c) On the matter of environmental effects, the Department of Transport have 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 found to be no consistent increase or decrease in maximum hourly traffic noise levels during the hours 0500-1900.
- (d) 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) 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.
- (f) It is accepted that traffic calming measures do not deter joy riders and determined speeders but the vast majority of motorists do not fall into this category.
- (g) All emergency services (Police, Fire and Ambulance) and bus operators have been consulted and have not objected 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 not considered that the contents of this report have any such effect.

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 table outside 6, 8 and 10 Newton Lane be set aside.

Reasons

13. To allow the implementation of the 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.

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cc