

Leicester
City Council

Cabinet

WARDS AFFECTED: Coleman

15th December 2003

PROPOSED ROAD HUMPS GREEN LANE ROAD EAST / COLEMAN ROAD JUNCTION

Report of the Service Director Highways

1. Purpose of Report

- 1.1 Cabinet is asked to approve in principle proposed speed reducing road hump cushions on the Green Lane Road East approaches to Coleman Road junction.
- 1.2 Cabinet is also asked to agree that future decisions on installing road humps on local distributor roads can be delegated to the Corporate Director in consultation with the Cabinet Link.

2. Summary

- 2.1 On 4th June 2001 Cabinet agreed that following initial consultations with the emergency services and bus operators, Cabinet would need to give approval in principle for road humps to be installed on local distributor roads. Cabinet agreed that it was only in exceptional circumstances that the judicious use of road humps on local distributor roads would be approved. This decision was taken by Cabinet in the light of concerns about the proposal to build road humps on Wigston Lane.
- 2.2 Between 1997 and 2002 there were 39 reported injury accidents in the Green Lane Road East / Kitchener Road area, resulting in 37 slight and 2 serious personal injuries. 6 of the slight personal injury accidents were at the junction of Green Lane Road and Coleman Road, which is controlled by traffic lights.
- 2.3 Consideration has been given to the introduction of red light running cameras at the junction. It was not possible to take forward this option as the criteria for the installation of red light running cameras are not currently met. In fact Central Government rules for installing enforcement cameras excludes their use where it is possible to install physical measures to reduce vehicle speeds.
- 2.4 As it is not possible to install red light running cameras speeds on the Green Lane Road approaches to the junction the only way to reduce vehicle speeds and therefore reduce the risk of accidents happening is the construction of two sets of speed reducing cushions. The exceptional circumstances set by Cabinet on 4th June 2001 are therefore met.
- 2.5 Initial consultations have been undertaken with the emergency services and bus operators about installing speed reducing cushions on Green Lane Road and they have objections to the proposals.

3. Recommendations

Cabinet is recommended to:

- a) approve in principle the provision of speed reducing road hump cushions on Green Lane Road as shown on the attached plan as the exceptional circumstances agreed by Cabinet on 4th June 2001 are met (see paragraphs 1.5 & 3.3 in the supporting information),
- b) agree to give delegated authority to the Corporate Director, in consultation with the Cabinet Link Member to approve the provision of road humps on local distributor roads in the future, however if following consultation it is decided that Cabinet need to make the decision a report be prepared for consideration by Cabinet.

4. Financial and Legal Implications

4.1 *Financial Implications* (Kate Mc Gee x 6664)

4.1.1 The proposed speed reducing road hump cushions are included as part of traffic calming measures for the Green Lane Road East / Kitchener Road area costing £260,000, which will be funded from the Transport Capital programme for 2003/2004.

4.2 *Legal Implications* (Provided by Anthony Cross x 6362)

4.2.1 Advice has been taken from Legal services as to the procedural requirements of the Highways Act. Section 90C of the Highways Act 1980 requires road humps to be advertised.

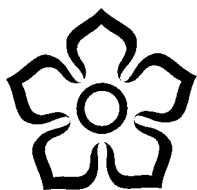
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DECISION STATUS

Key Decision	No
Reason	N/A
Appeared in Forward Plan	N/A
Executive or Council Decision	Cabinet



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Supporting Information

1. Report

- 1.1 Officers propose installing speed reducing road humps on the Green Lane Road East approaches to Coleman Road junction as part of traffic calming measures for the Green Lane Road East / Kitchener Road area. The table below shows the traffic calming priorities approved by the Urban Management Sub-Committee in January 1999.

Distributor Road or Area Name	Priority Number
Green Lane Road East	3
Kitchener Road	15
Kitchener Road Area	18

- 1.2 The three locations in the table were high in the priority list and continue to have high accident levels, which justify continued inclusion in the priority list. It is for this reason that a scheme has been included in the Transport Capital programme.
- 1.3 Road traffic accidents between 1997 and 2002 resulted in 39 injury accidents in the Green Lane Road East / Kitchener Road area. There were 37 slight and 2 serious personal injuries, which included 6 slight personal injury accidents at the junction of Green Lane Road East and Coleman Road, which is controlled by existing traffic lights.
- 1.4 Speed measurements carried out in the area show that 74% of vehicles travel at 21mph or above. At the Green Lane Road East approaches to Coleman Road junction 38% of vehicles travel at 21mph or above, when the existing traffic lights are on green. The desired speed within residential areas is 20mph.
- 1.5 All types of traffic calming features have been considered for the Green Lane Road East and Kitchener Road Area. Following consultations with Ward Councillors, the emergency services, residents and other bodies, the plan at Appendix A has been drawn up.
- 1.6 The proposed traffic calming measures shown on the plan are in accordance with current legislation and the Department for Transport (DfT) guidance for the provision of traffic calming measures and are designed to reduce the level of injury accidents which have occurred as well as reduce vehicle speeds to the desired speed of 20mph, or less.

2. Details of Research & Consultation.

2.1 Some research has been necessary in the preparation of this report. Officers obtained personal injury accident details from Police Road Traffic Accident records. Traffic flows and vehicle speeds have been measured by survey staff on Kitchener Road, Green Lane Road East, St Barnabas Road and Smith Dorrien Road. Officers observations have been made at various times to monitor vehicle, cycle and pedestrian movements in the area to establish and improve the design for the proposed traffic calming measures.

2.2 Based on the Transport Research Laboratory data, and the DfT guidance for traffic calming and road humps, it would be desirable to provide 75mm, or higher road humps on this scheme. However, specific requests from the emergency services have led to lower ramp gradients and a specified height of 65mm for proposed speed reducing road humps in some areas of Leicester. 65mm high speed reducing road humps have been proven to be effective at reducing vehicle speeds to the desirable speed for residential areas of 20mph, or less. There is little difference in speed reduction between the two heights of road hump.

2.3 Officers have consulted with Ward Councillors, Leicestershire Constabulary, Leicestershire Fire and Rescue Service, East Midlands Ambulance Service N.H.S. Trust, Bus Operators, the Charnwood Tenants Association, the Cyclists Consultative Panel and residents, and the results of these consultations are shown below:

2.4 Leicestershire Constabulary.

The Chief Constable has been consulted and has made recommendations which have been incorporated into the plan at Appendix A.

2.5 Leicestershire Fire and Rescue Service.

The letter at Appendix B from the Fire Authority included an objection and a remedy to the proposal. The remedy is included as part of this proposal.

2.6 East Midlands Ambulance Service N.H.S. Trust.

The East Midlands Ambulance Service has been contacted and no objections have been made.

2.7 Bus Operators.

Woods Coaches and First (Leicester)) operate bus services in the area and no concerns regarding the proposal have been raised.

2.8 Charnwood Tenants Association and Cyclists Consultative Panel.

A general arrangement plan has been sent to both the Charnwood Tenants Association and the Cyclists Consultative Panel, and no adverse comments have been received.

2.9 Ward Councillors

Ward Councillors have been consulted, and no adverse comments have been received concerning the proposed speed reducing road hump cushions.

2.10 Residents

A public exhibition about the proposals was held at St Barnabas Library, French Road on 20th and 21st June 2003. A questionnaire was also issued to all households and businesses in the area and no objections have been received from residents concerning the provision of the proposed speed reducing road hump cushions. All other objections raised have been addressed within the constraints of the proposed traffic calming measures and changes have been made which are included in the plan at Appendix A.

3. **Financial, Legal and Other Implications**

3.1 The proposed speed reducing road hump cushions are included as part of traffic calming measures for the Green Lane Road East / Kitchener Road area costing £260,000, which will be funded from the Transport Capital programme for 2003/2004.

3.2 **Economic Assessment**

According to accepted policy for evaluating the overall scheme, the following calculations and accident savings are based on data from the five year period from 1997 to 2002.

Number of accidents in the 5 year period 1997 to 2002	39
Average number of accidents per year	7.8
Cost of urban injury accident (DfT - calculated June 2002)	£68,855
Potential savings per year	£537,069
Potential savings per year assuming a 66% casualty reduction	£358,046
Potential savings per year assuming a 33% casualty reduction	£179,023

Based on the estimated scheme cost of £260,000 and assuming a casualty reduction of 66% per year in this residential area, there would be a First Year Rate of Return of 138% after installation. Potentially saving £98,046 in the first year and £358,046 in subsequent years not allowing for inflation.

3.3 Risk Assessment Matrix

Table 1

Risk	Likelihood L/M/H	Severity Impact L/M/H	Control Actions
Some vehicle drivers do not slow down in sufficient time to stop at the existing traffic lights at Green Lane Road East/ Coleman Road (A6030) junction. Observations confirm vehicle speed is maintained or increased to avoid stopping when an amber signal is shown, which can lead to road traffic accidents resulting in personal injuries at this junction.	H	M	1. It is difficult for the Police to enforce red light jumping and a red light camera may need future consideration.
		M	2. Speed reducing road hump cushions would help vehicle drivers to reduce their vehicle speeds and therefore help to avoid traffic light violations, without the need for a red light camera.

L - Low M - Medium H - High

Risk Assessment Matrix: Table 2

Risk	Likelihood L/M/H	Severity Impact L/M/H	Control Actions
If road humps are installed and deteriorate over time objections may arise from the public.	L	L	1. Once constructed road humps form part of the highway and UK legislation does not provide for claims of damage to vehicles due to the passage of traffic over the highway. (see paragraph 3.4).
		M	2. Deterioration of road humps in the future will require highway maintenance.

L - Low M - Medium H - High

3.4 Legal Implications

Section 90C of the Highways Act 1980 requires road humps to be advertised. Road Humps have been advertised on-street and in the Leicester Mercury on 28th October 2003 for the Green Lane Road East / Kitchener Road area. Included are two sets of speed reducing road hump cushions on the Green Lane Road East local distributor road on the approaches to Coleman Road (A6030) junction. Following advertisement no objections have been received to date.

3.5 Other Implications

Other Implications	Yes/No	Paragraph References within supporting information
Equal opportunities	No	
Policy	No	

Sustainable and Environmental	No	
Crime and Disorder	Yes	1.6
Human Rights Act	No	
Older People on Low Income	No	

4. Background Papers

- Report to the Urban Management Sub-Committee, Traffic in Residential Areas, 6th January 1999.
- Highways Act 1980.
- Road Traffic Act 1984.
- The Highways (Road Humps) Regulations 1999.
- Report to Cabinet, Road Safety on Distributor Roads, 4th June 2001.
- Report to the Service Director, Highways and Transportation, Green Lane Road East / Kitchener Road Area Traffic Calming Scheme, 4th June 2003.
- Transport Development correspondence held on file No. 9296 in the traffic impact team.