



Leicester
City Council

**WARDS AFFECTED:
Humberstone and Hamilton**

**Report for consideration by the
Planning and Development Control Committee 5 August 2020**

**HUMBERSTONE VILLAGE AREA 20MPH ZONE--
OBJECTION TO PROPOSED SPEED CUSHIONS**

1. Purpose of Report

- 1.1 To allow the Committee to consider objections to the speed cushions included within the proposed 20mph scheme before giving their views to the Director of Planning, Development and Transportation.

2. Summary

- 2.1 The proposed speed cushions in the Humberstone Village Area are part of a wider package of measures to address the problems of rat running and speeding vehicles in the area. The City Mayor gave approval to the measures including advertising the proposed speed cushions on 2nd March 2020. One resident has objected to the speed cushions. Details of the scheme, including the location of the proposed speed cushions, are included in Appendix A.

3. Recommendations

- 3.1 It is recommended that:

The members of the Committee consider the report and express their views to the Director of Planning, Development and Transportation who will consider them when deciding whether or not to uphold the objection to the scheme.

4. Report

- 4.1 The City Mayor approved implementation of the proposed 20mph zone in the Humberstone Village Area on [2nd March 2020](#). Advertisement of the traffic calming speed cushions is required under the Highways Act 1980 Section 90(a). The views of any objectors must be considered.
- 4.2 The proposed speed cushions were duly advertised on 11th March 2020 with objections to be received no later than 2nd April 2020. One objection was received on 23rd March 2020. Whilst officers have written to the objector, with the aim of

addressing the objector's concerns, the objector has not responded. The objection therefore stands.

4.3 The objection is included (as submitted) below

My husband & I have no objection to the raised Zebra Speed Hump outside 101 Main Street as such. However the rest of your proposals for 3 speed cushions are totally inappropriate in our opinion. These speed cushions cause problems to tyres and suspension of normal vehicles, whilst lorries, buses & other large vehicles just carry on at speed regardless. We also notice that cars park in close vicinity, or, on them, of other speed cushions around this area causing problems for other vehicles.

No one, except us, seem to obey the 20 mph limit in the school zone. Thus, speed cameras would seem to be more relevant in this area.

5.0 Consideration of Objections.

5.1 ***Speed cushions cause problems to tyres and suspension of normal vehicles***

The speed cushions we install meet current regulations. The speed cushions proposed for this area are 75 mm high. This is less than the maximum permitted height of 100mm. Vehicles that comply with the speed limit of 20 mph should not, therefore, damage tyres or suspension when passing over speed cushions at this height.

5.2 ***Lorries, buses & other large vehicles just carry on at speed regardless***

It is accepted that large vehicles and buses can, at times, straddle the speed cushions. This feature of speed cushion design helps ensure bus travel is comfortable for passengers.

The scheme consultation identified problems with speeding cars and through traffic. Buses and large vehicles are not, therefore, considered to be a problem in this instance.

On the issue of compliance more generally, Leicestershire Police have confirmed that compliance with 20mph speed limits in Leicester has been good and that Police intervention has not been required.

5.3 ***Parking on, or in the vicinity of, speed cushions***

Cars do indeed park on speed cushions in the way the objector describes. This is seen as a positive feature of speed cushions. Unlike some other traffic calming measures, they reduce traffic speeds without removing kerb-side parking spaces used by local residents.

5.4 **General Point**

The City Council introduces 20mph zones with the majority support of communities and the Police, emergency services and public transport operators. Our approach meets the guidance on 20mph speed limits issued by the government, public health, safety and motoring organisations.

6 Conclusion

6.1 Having reviewed the design and considered the outstanding objection, officers believe the proposed speed cushions are an appropriate traffic calming measure, consistent with the objectives of the scheme.

7. Financial Implications

7.1 The scheme is estimated to cost £80,000. The scheme is funded from the 2019/20 approved capital programme Active Travel and Road Safety immediate starts.

Paresh Radia, Finance

8. Legal Implications

8.1 The Council may construct road speed cushions in a highway maintainable at the public expense under the Highways Act 1980 Section 90(a) subject to consultation being undertaken which includes consulting the chief officer of the police and publishing a notice in a newspaper circulating in the area and at appropriate places on the highway. As an objection has been received, the Council is under a duty to consider the objection in accordance with its general obligations to act reasonably in its consideration, to consider all relevant information and disregard any irrelevant information, and to provide full reasons supporting its conclusion and decision.

John McIvor, Principal Lawyer, Legal Services

9. Powers of the Director

9.1 Under the constitution of Leicester City Council, delegated powers have been given to the Director of Planning, Development and Transportation to approve Traffic Orders having considered any objections that have been received and taken due regard of comments made by the Planning and Development Control Committee. The legislation that confers authority on Leicester City Council to make these amendments is covered by the 1984 Road Traffic Regulation Act and the Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996.

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