



Leicester
City Council

**WARDS AFFECTED:
Western and Westcotes**

**Report for consideration by the
Planning and Development Control Committee**

16 September 2020

**LETCHWORTH ROAD NORTH & DOVELANDS AREAS –
PROPOSED 20MPH ZONE
OBJECTIONS 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 Letchworth Road & Dovelands Area is included in the current programme of 20 mph Zones for Leicester and is part of the Council's strategy to reduce accidents and encourage cycling and walking. The City Mayor gave approval to the measures including advertising the proposed speed cushions on 28th February 2020. Eight residents have objected to the speed cushions.

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 objections to the scheme.

4. Report

- 4.1 The City Council introduces 20mph zones with the majority support of communities and the Police, emergency services and public transport operators. In the case of Letchworth and Dovelands the consultation showed that 62% of the respondents that expressed a preference showed support for the cushions on a response rate of 30%. This shows strong support for the cushions. The Council's approach meets the guidance on 20mph speed limits issued by the government, public health, safety and motoring organisations.

- 4.2 Letchworth Road Area is one of the current 20mph zones programmed for the City. Consultations on proposals have been undertaken and an Executive Decision Report was presented to the City Mayor on 28th February 2020. The City Mayor approved implementation of the proposed 20 mph zone and advertisement of both the Speed Limit Order and traffic calming required before the scheme can be implemented. The scheme proposals are provided in the Executive Decision Report included as Appendix A to this report.
- 4.3 The proposed road humps were duly advertised on 20th March 2020 with replies by 10th April 2020. In response 8 objections were received from 6 households within the specified time period, all relating to the proposed speed cushions within the Dovelands Area, and all but one objection relating to the southern section of Letchworth Road.
- 4.4 Officers have written to or spoken with each objector. However, none of the objectors withdrew their objections. The objections therefore stand.

5 Objections Received

- 5.1 There were 8 objections within the specified timeframe. The narrative from each objector is included verbatim in Appendix A together with an officer response to each objection. All objections are from properties close to proposed cushion locations.
- 5.2 The issues raised can be summarised in 3 headings

1) Objections to the consultation process

- poor consultation and feedback to responders
- no distinction between consultation on 20mph speed limits and speed cushion proposals
- lack of consideration of views

2) General concerns over the suitability and effectiveness of cushions:

- expensive and not justified
- wider issues need to be addressed
- no real problem
- poorly thought-out proposals
- proposed spacings or locations are ineffective
- no improvements in safety for cyclists
- dangerous traffic manoeuvres to avoid the features
- alternatives, such as access restrictions or full-width humps would be more appropriate

3) Site specific issues about cushions in relation to properties

- noise and vibration
- damage to vehicles
- driver discomfort and injury
- slow emergency vehicle response
- parking difficulties, particularly for elderly and disabled drivers & passengers

5.3 Each of the three issues is addressed below.

1. Objections to the consultation process

Consultation on the proposals has been carried out in accordance with national legislation and guidance, and in line with the Council's current practice. Consultation was carried out during September 2019 by letter drop to 741 properties. 230 (31%) responses were received. Of these, 198 (86%) were in favour of the proposed 20mph speed limit, and 143 (63%) were in favour of the proposed traffic calming. The Council invited electronic responses via the website and 75 people chose to post their views in this way. It is accepted the electronic response did not allow separate responses to the 2 issues of 20mph speed limit and cushions. However, the number of paper responses far outweighed the electronic versions so the results are not distorted. The results showed overwhelming support for the scheme and have indeed been taken into account in deciding to proceed.

2. General concerns over the suitability and effectiveness of cushions

The choice of speed cushions over full width road humps or other measures has been dictated by the demand for on-street parking, the need for access by residents as well as emergency vehicles and buses, and the need to allow safe use by cyclists. Speed cushions provide transverse gaps between narrower humps which are designed to allow larger vehicles, such as ambulances and buses, to pass relatively unaffected whilst ensuring that passenger cars negotiate more carefully, bringing about a reduction in traffic speeds. The transverse gaps also allow cyclists through safely and unhindered. Cushions offer a cost-effective alternative to full width road humps, which require more design input, significant road reconstruction and specific drainage design. The Transport and Climate Change Scrutiny Commission considered the effectiveness and value for money of 20mph schemes in Leicester. Scrutiny reported their findings in February 2012 and expressed support for the introduction of 20mph zones across the city and concluded that schools should be prioritised alongside accident cluster sites when implementing 20mph speed zones. Ward Members have been engaged in developing the current 20mph programme.

3. Site specific issues about cushions in relation to properties

Cushion locations have been chosen to target the highest traffic speeds and ensure a consistently reduced speed throughout the treated area. Spacing in

some locations, where traffic flows, speeds and general activity is lower, is greater than in other areas. All locations have been chosen so as not to inhibit normal vehicle manoeuvres on individual driveways, and to allow normal turning movements at junctions. It is not intended that on-street parking in the vicinity of any of the cushion locations will be restricted, and habitual parking practice should be able to continue as normal. The City Council, as Highway Authority, does not accept claims that damage to buildings has been caused by ground vibrations generated by passing traffic. The Transport Research Laboratory has reported on a series of experiments on this subject and did not record accelerations or movements sufficient to cause structural damage. The proposed speed cushions are designed at a lower height and are spaced laterally to accommodate larger vehicle tracks within the transverse gaps and smaller cars, if positioned correctly, on the lower portion of the hump edge rather than the full height. This should result in a lower impact, so less noise, vibration and driver discomfort.

- 5.4 In view of the above, officers recommend that the objections do not constitute a reason to defer implementation of the scheme.

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 total estimated cost of the proposed scheme is £104k and is funded from the Transport Improvements works budget included in 2020-21 capital work programmes.

Paresh Radia, Finance, tel: 0116 454 4082

8 **Legal Implications**

- 8.1 The Council has the power to implement 20mph Speed Limit Orders on roads within the city. The procedure to be used by the Council in making such orders is contained in The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 8.2 The Council may construct road humps 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.
- 8.3 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, tel: 0116 454 1409

9 **Powers of the Director**

Under the constitution of Leicester City Council, delegated powers have been given to the Director of Planning, Development and Transportation to approve construction of road cushions having considered any objections that have been received and taken due regard of comments made by the Planning and Development Control Committee.

10 **Report Author**

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1.1 Objector 1 as submitted

Background

About 2 weeks ago I spoke to a council officer who was marking out the road for a proposed speed cushion outside our property. Up to this point I have had no idea that this was happening or opportunity to comment on it. The officer said that we had all been kept informed and that the scheme was being coordinated with the "TAG" group. I informed him that we had not been informed at all and it was not clear who the "TAG" group were. I told him of my objection and he said his manager would be in touch. This has not happened.

Last summer we received a plan from the council, asking for feedback, showing proposed 20mph zones and calming measures along Lindfield Rd, the closes off it, the new section of Letchworth Rd (to Aikman Ave) and the northern section of Westfield Rd. Clearly this plan did not affect the middle section of Westfield rd. so it was not appropriate to comment.

The Objection

48 Westfield is a bungalow with the bedrooms right at the front and solid floors. The proposed cushions will be right outside our bedroom windows so we will suffer from all the airborne noise disruption of vehicles decelerating as they reach our property, the bumping as they cross the cushions and then the additional noise of every vehicle accelerating away. This will be more intrusive than for most other properties on the road because our bedroom windows are at street level and as close to the inevitable disturbance as it is possible to get on this road.

In addition to the airborne noise, because our property has solid floors (unlike nearly every other property on the road) we will also get vibrational disturbance from every vehicle that passes. As the soil here is a dense clay I am led to believe that the vibrations will be stronger and more localised than in an area where subsoil is lighter.

Proposed location of the cushions

Looking at a report by the Transport Research Laboratory (TRL report 312) on "Traffic calming and speed cushion schemes" prepared for the Department of the Environment by Layfield and Parry there are a number of observations on the spacing of cushions as well as materials used, height, width etc.

The report notes that for cushion schemes spaced 50m apart, average speed at the mid-way point is 22mph however where spacing was 105m (this was the maximum spacing seen) then the average midway speed increases to 26mph. This is significant in this situation because it appears that the majority of vehicles which travel along Westfield road too quickly, do so from Hinckley Road. They accelerate hard up the hill and keep going as the road levels out approaching our property.

Taking a measurement from Google mapping the gap from the proposed cushions on Westfield Rd, adjacent to St Annes Church to the proposed location outside our property 48 Westfield is approx. 150m so the midpoint speeds are likely to be around 30mph approaching our house which is reducing the schemes

effectiveness and will inevitably cause more disturbance as vehicles slow outside our house.

From the proposed cushions outside our property to the next set at the junction with Glenfield Rd the distance is only 100m so the spacing is inconsistent.

Please be aware that I support measures to reduce traffic speeds and volumes in our area but have concerns that the current design will not deliver the best outcomes and that for us at 48 the solution will be worse than the problem you are trying to address.

Based on the problems I have outlined and the reduced effectiveness of the proposed location of the speed cushions outside our property I ask you to reconsider this location and locate the cushions a little further down the road towards the church to where it will be more effective in reducing average speeds and cause less disturbance to residents. An alternative suggestion would be, instead of the single set of cushions midway along the road, construct 2 sets equidistant from the planned church and Glenfield road locations (80m spacing?) thus further reducing average vehicle speeds and hopefully volume along this road more than the current design.

Officer comments on objection 1

Airborne and ground borne noise

Some road hump configurations can cause erratic drive behaviour resulting in increased traffic noise and occasionally vibration. However, this is generally related to full width humps that are constructed to their maximum height, shortest length and steepest gradient, and where traffic encounters these humps in isolation and at a naturally higher speed than usual.

To minimise this, the proposed speed cushions are designed at a lower height and are spaced laterally to accommodate larger vehicle tracks within the transverse gaps and smaller cars, if positioned correctly, on the lower portion of the hump edge rather than the full height. This should induce more consistently low speeds and a reduced impact, so less noise, vibration and driver discomfort.

The cushions are also part of a large area, so once within the area vehicles should generally be travelling at lower speeds, so approach speeds and therefore impact at the cushions should be reduced.

Cushion spacing

Cushion locations have been chosen to target the highest traffic speeds, and their spacing is critical to ensure a consistently reduced speed throughout the treated area without introducing numbers features that are perceived to be excessive. Spacing in some locations, where traffic flows, speeds and general activity is therefore lower, is greater than in some critical locations where flows, speeds and general activity are higher. All locations have been carefully chosen so as not to inhibit normal vehicle manoeuvres on individual driveways, and to allow normal turning movements at junctions, and where necessary to protect areas where pedestrian activity is high.

1.2 Objector 2 as submitted

I am writing by the closing date of 10th April 2020 to respond to the consultation about the installation of speed cushions in Letchworth Road. I wish to object formally.

I am not against speed restrictions e.g. 20mph or some obstructions to discourage speeding, but these speed cushions are likely to prove dangerous in Letchworth Road and (since some are directly outside our house) they will undoubtedly cause noise and vibration which will reduce our quality of life.

The danger will come from people, particularly cyclists, but also drivers swerving to avoid these speed humps and causing a threat both to pedestrians and other drivers. This is a particular risk of this type of speed hump.

If there is to be a real impact on speeding there needs to be much more thought given to the speed strategy in the surrounding area, in particular Glenfield and Hinckley Roads.

I would ask for there to be a delay in the overall speed/highways plan to allow for further consideration and I object to the installation of these speed humps.

Officer comments on objection 2

Noise and vibration

It is true that some road hump configurations can cause driver discomfort, potential traffic noise and occasionally vibration. However, this is generally related to full width humps that are constructed to their maximum height, shortest length and steepest gradient, and where traffic encounters these humps in isolation and at a naturally higher speed than usual.

The proposed speed cushions are designed at a lower height and are spaced laterally to accommodate larger vehicle tracks within the transverse gaps and smaller cars, if positioned correctly, on the lower portion of the hump edge rather than the full height. This should result in a lower impact, so less noise, vibration and driver discomfort.

Surrounding area

The cushions are also part of a large area, with 20 zone roundels spaced at intervals along the roads. So once within the area vehicles should generally be travelling at lower speeds, meaning that approach speeds and impacts at the cushions should be reduced.

Danger to pedestrians and swerving vehicles.

Speed cushions, when correctly positioned, provide transverse gaps between narrower humps which are designed to allow larger vehicles, such as ambulances and buses, to pass relatively unaffected whilst ensuring that normal cars have to

negotiate more carefully, bringing about a significant reduction in traffic speeds. The transverse gaps also allow cyclists and other smaller vehicles such as mobility scooters through safely and unhindered.

1.3 Objector 3 as submitted

I am concerned that you believe that this followed common practice, as the public meeting was poor, the letters to householders involved no follow up till now - when the work was already marked out on the road and a number of us had to complain, due to a lack of any follow up information. Also, having worked at the city council, and indeed across a number of local authorities, this is not the practice I would want to emulate or experience.

You indicate below there were 8 objections, but we all remain unclear of the level of support for what you are proposing. I repeat that residents were supportive of measures to improve this road access and traffic calming, but my understanding is that a number of residents were surprised and disappointed that this current speed cushion proposal is proffered as a solution. It was not what they had hoped.

I am surprised at the trigger below, there is no information here to tell me as a resident the volume of incidents over 24 miles per hour. It is hard to understand the correlation between the issue and this proposed solution.

I repeat my perception that I sent during the consultation and to Cllr Gary O Donnell:-

There does not appear to be a significant issue of speeding on the road.

There are rat run issues and the school drop off at the top of this part of Letchworth Road creates bottle necks and dangerous incidents of double parking and parents opening car doors out into oncoming traffic. Speed cushions will not make any difference to this issue.

A simple cost effective solution to any of these would be a simple no entry to the top part of this part of Letchworth road. Residents can still exit, it reduces the temptation to use as a rat run, and incidents of speeding and parents parking and blocking that part of the road would also reduce. It could be trialled, and would be vastly cheaper than speed cushions.

As a resident and council tax payer, and as a director in local government, I am really concerned to see a very costly proposal that does not seem to address the wider issues, when precious local government resource could be spent in better ways. The residents here are willing and capable to try to fundraise for measures that improve the wellbeing in this area. This speed cushion proposal is a blunt instrument to address this.

I therefore reiterate my objections to this proposal.

Officer comments on objection 3

Survey methodology

The original survey was by hand delivered letter drop to individual households with a reply-paid envelope for paper responses. Replies were also invited on the Council's website.

The results of the survey were posted on the website and in the local newspaper by way of a press release. Highways officers attended western ward meetings and debriefed residents at those meetings.

It is agreed the results of the Letchworth Road North and Dovelands survey were not hand delivered to households in the same way the original survey papers were delivered. The Council has indeed hand delivered feedback on some but not all other road improvement schemes like this. Officers accept that greater consistency is required across the Council when providing feedback in this way.

Speed survey results

The results of the speed survey has now been sent to the objector personally by e-mail. This shows that speeds are indeed generally low in the area. The number of speed cushions has been reduced to a minimum commensurate with the aims of the project. 20 mph roundels have been used extensively to help reduce speeds without introducing an excessive amount of vertical features.

One way

The objector suggests making a No Entry to Letchworth Road from Glenfield Road and hence introducing one way flow on Letchworth road. This has been discounted for the time being as one way streets tend to have higher vehicle speeds than 2 way streets. This scheme is a 20 mph scheme and as such does not preclude further measures at a later date if needs be.

Parking

The Council is looking at speeding and inconsiderate parking in the area as a separate school run parking issue.

1.4 Objector 4 as submitted

It was very disappointing to see the detail of these proposals. This is not at all what I had anticipated. My understanding was that the concerns expressed locally and the range of potential solutions suggested, which led to this consultation are not reflected in this crude proposition to install 'speed cushions'.

There is a definite issue with traffic speed in this immediate area and there are wider concerns and ambitions could have been addressed. Other related issues with speeding on adjoining roads (Hinckley Road and Glenfield Road) have not been addressed and there is a case to be made for more general traffic calming. There is rarely any enforcement of speed limits on Hinckley Road or Glenfield

Road and no enforcement of the use of bus lanes. This general culture of driving at excess speed affects the wider area.

This could have used as an opportunity to optimise the use of Letchworth in particular as a walking and cycling corridor parallel with Hinckley and Glenfield Road but speed cushions are a disincentive to cyclists.

To be clear: I am in favour of measures to reduce traffic speed such as the very widely adopted use of 20mph zones. I know of several areas in cities, towns and villages where 20mph zones have been introduced, apparently successfully. I am also a car owner and driver although my journeys into the city centre are almost exclusively made on foot

I thought that Leicester was investing significantly in improving safe cycling and walking capacity in a highly congested city. The mooted proposals potentially make these roads less safe.

Speed Cushions: specific objections

Anyone cycling or using a mobility scooter or buggy in the road would be forced to evade the cushions and place themselves in the usual path of cars and vans.

In my experience 'speed cushions' also promote manoeuvres by car drivers that put other road users at risk. Drivers routinely seek to skirt around the 'cushions' or drive directly over them which positions their vehicles nearer to the kerbside or into the middle of roads.

My assumption was that any raised feature on the road surface would be in the form of ramps across the full width of the street (there are local examples Imperial Avenue and in the village of Botcheston). With accompanying road marking to indicate the ramps these reduce road speed effectively. They are also more easily navigable by motorised scooters and cycles.

Other considerations:

Measures to reduce the speed of vehicles joining the roads in question would self-evidently reduce speed overall. One example: the junction where vehicles turn into Letchworth Road from Westfield Road would benefit from a re-design to reduce the speed as drivers sweep around the corner.

There are also issues with cars driving to local schools and the proposals do not address any of the congestion or risky parking that ensues.

Design features such as narrowing roadways; discouraging drop-off and preventing parking immediately near to schools; increasing designated cycling space; promoting walking; changing the assumption that cars always get priority (I'm not a highways or travel expert so apologies if these are not the right technical terms) could all contribute to reducing the speed of driving overall.

I do think that there might be relatively inexpensive, easily reversible measures that could be trialled and if successful retained e.g. designating some roads as one-way.

I recognise that local government has been subject to severe cuts and that radical re-configuration of city streets may not be affordable. That said I would prefer not to have a bad 'affordable' response to the concerns that have given rise to this proposal.

In this immediate area simple steps such as parking restrictions at junctions to improve visibility and changing the contours of corners to make them less of a sweeping turn would deter high speed driving.

These proposals are deeply unsatisfactory. They represent a cheap bodge job to an issue which could and ought to have been treated in the wider context of promoting safe cycling and walking, congruent with other developments and initiatives in the city.

There must be better options than this. My concern is that if these piecemeal proposals are implemented that will be used as an argument against pursuing more coherent, integrated and systemic solutions to the wider issues of over-reliance on cars and the dominance of 'car culture'.

My preference would be that this proposed work is withdrawn and other options actively pursued. I know there is expertise within the council and better examples elsewhere in the city. I am not an expert on these issues but local expertise is available - from residents in this area and within the council's own staff. I'd prefer to have a delayed response than a bad scheme.

Officer comments on objection 4

Speed in the area

The Letchworth Road and Dovelands area is subject to significant traffic intrusion, much of that at higher than acceptable speeds. There is a wide arsenal of measures to combat such problems, ranging from physical or regulatory restrictions, such as road closures and one way streets, to physical deterrents such as road humps or simple traffic signage.

The measures are targeted at the specific problems within the Letchworth Road and Dovelands residential area, and whilst it is acknowledged that other issues exist in the wider area, they do not lend themselves to similar treatment, and would require separate investigation into the specific issues and the development of suitable solutions and appropriate funding outside of this package of measures.

Full width ramps or cushions

The preferred option has therefore always been a physical deterrent that would discourage use where viable alternatives are possible, and reduce traffic impact by those vehicles still choosing to use the routes. The choice of speed cushions over full width road humps or other measures has been dictated by the demand for on-street parking, the need for access by emergency vehicles and buses, and the consideration of significant use by cyclists and other smaller vehicles. Speed cushions, when correctly positioned, provide transverse gaps between narrower humps which are designed to allow larger vehicles, such as ambulances and buses, to pass relatively unaffected whilst ensuring that normal cars have to negotiate very carefully, bringing about a significant reduction in traffic speeds. The transverse gaps also allow cyclists and other smaller vehicles such as mobility scooters through safely and unhindered.

Cushions also offer a good cost-effective alternative to full width road humps, which generally require more design input, significant road reconstruction and specific drainage re-design, and are more damaging and restrictive for cyclists and smaller vehicles.

One way streets

Given the size of the affected area any physical restrictions and one way streets would have a detrimental impact on many residents and create long diversion routes for access. This would place a greater strain on the surrounding road network and increase journey times, with a likely increase in air pollution and the likelihood of traffic accidents. Vehicle speeds tend to rise in one way streets.

Letchworth / Westfield junction

The junction of Letchworth Road with Westfield Road is indeed being modified to tighten the radius of the kerbs. This should help to reduce the speed of vehicles making the turn.

1.5 Objector 5 as submitted

I find it very bad practice by the local council to firstly put up these notices on lampposts instead of posting these and also to put this notice outside number 60 Letchworth road when the notice should be placed outside 57 Letchworth road which is where the speed hump is being placed. Also I question the important of this work when we are currently going through an epidemic here in the UK.

In regards to the speed cushion I would like to make my complaint clear, I do not want any speed cushions outside my house or in my local area.

I do not see any positive reason to have these speed cushions only negative. If you believe the speed cushions will improve safety in the area I would like to ask you the following:

How many serious accidents have occurred on this road in the last ten years? The answer is zero!

How many serious accidents have occurred on this road in the last twenty years? The answer is zero!

The data I have used to research this is widely available on crashmap.co.uk, I suggest you take a look at this.

If you believe the speed cushions will result in less speeding, let me inform you I have lived here for over thirty years and have only seen one or two people actually speed on this road.

I and many others in my local area feel the speed cushions will bring the following disadvantages once installed:

Distract drivers from other hazards such as children (resulting in an increase in accidents)

Slow response time of emergency vehicles;

Possible increase in noise and pollution for residents living immediately adjacent to the speed bumps.

*Can cause damage to vehicles;
Can increase traffic noise, especially when large goods vehicles pass by;
Required signs, street lighting and white lines will be visually intrusive;
Can cause discomfort for drivers and passengers;
Increase noise by creating tire-to-bump thumping and increasing the amount of engine-revving;
Cause spinal damage and aggravate chronic backaches
The above points have been verified through several studies within the UK and are issues residents and drivers both face.
I also would like to make you aware I live with two residents aged over 85 years old, the introduction of these proposed speed cushions will result in them finding it extremely difficult to find suitable parking and will also cause tremendous pain to them when they are travelling. Both are disabled badge holders.
I therefore ask you to cancel all proposed work and investigate alternative options (if they are actually required) such as setting up an average speed zone within the area.*

Officer comments on objection 5

Advertising

It is a legal requirement to advertise road humps on street as well as in the local press. The notices are posted on the closest lamp column available.

Accident record

The accident record at this point on Letchworth Road is indeed very good with no accidents recorded in 20 years. This scheme is to traffic calm the whole area around Dovelands school and is the result of community request. The accident record is one criteria to consider when siting cushions and the absence of accidents does not mean no cushions can be placed

Emergency services have been consulted on these proposals without adverse comment.

Disruption

This is a 20 mph zone with traffic calming features. We expect the number of through vehicles to reduce as well as their speed. Disruption from noise and pollution in the area is expected to go down overall. It is accepted that vehicles passing over a cushion will be momentarily more noisy to a degree than it would be without the cushion at a similar speed. However, on balance the noise levels will be lower with cushions than without.

Discomfort

The cushion proposed are 75 mm high and hence lower than the maximum allowed height of 100mm. This will minimise the noise generated by passing vehicles. It will also allow minimum discomfort to elderly or disabled people as they park vehicles over the cushions.

The location of the cushions is away from the access to the property driveway allowing unchanged access to the garage.

1.6 Objector 6 as submitted

I am writing to object to the proposed speed cushions planned for construction on Letchworth Road and Westfield Road (Western Park).

The first thing I object to is the fact that I (and many other neighbours of mine) had previously objected to this proposal by means of a Public Consultation but have received no notification of its outcome! The marking (with spray paint) of where the speed cushions are destined to be built was the only notification we had!!!

The main thing I would like to object to is that the speed cushions will not improve the situation for us in terms of traffic issues. We know that some people drive too fast down the road, but surely a 20mph speed limit, radar speed signs or a speed camera would be more effective and less detrimental to the local residents. I feel that speed cushions would mean excessive use of low gears and frequent acceleration and deceleration which would increase noise levels immediately outside our property, day and night. In addition, I feel that those determined to drive fast will continue to drive fast - speed cushions or not!

In summary we would reject this proposal as a wholly inappropriate solution and would continue to oppose it. It shows no understanding of the impact on the residents immediately affected nor will it solve the problem.

Please respond to my email and please do not go ahead with this measure until another residents meeting has taken place. I have been in touch with our local councillor, Gary O Donnell, and he has reassured me that a residents meeting will be arranged as soon as possible.

Officer comments on objection 6

Notification of results

The Council has given a commitment to install 20 mph zones around schools in the City where the residents request it. In the case of Dovelands 20 mph zone there was community support and 3 primary school sites that supported the proposal subject to consultation.

The results of the consultation exercise were published in the press once the results had been analysed. Results were also posted on the Council's website and reported to the Western Ward Community meeting on 15th January 2020

It is agreed the results of the Letchworth Road North and Dovelands survey were not hand delivered to households in the same way the original survey papers were delivered. The Council has indeed hand delivered feedback on some but not all other road improvement schemes like this. Officers accept that greater consistency is required across the Council when providing feedback in this way.

Low gears noise

This is a 20 mph zone with traffic calming features. We expect the number of through vehicles to reduce as well as their speed. Therefore disruption from noise and pollution in the area is expected to go down overall. There is evidence to show that vehicles vehicle speeds overall will slow down in a 20 zone with speed cushions. It is not the case that vehicles accelerate and decelerate sharply as they encounter speed cushions. Indeed the spacing of the cushions is carefully calculated to discourage this behaviour.

An officer will give feedback on progress with the Letchworth and Dovelands 20 mph zone to the next available Western Ward Community meeting.

1.7 Objector 7 as submitted

I write with reference to the City Councils proposal to fit 'speed cushions' to Letchworth and Westfield Road. The notice requires objections to state the grounds on which they are made, though I can find no reasons that would justify the installation of these expensive and pointless items.

If they are an attempt to reduce speeds and poor driving in a residential area, they will not achieve it. Surely there must be enough data from other areas where these have been used to suggest that those that persistently drive in a reckless manner are unaffected by these 75mm high cushions?

If the aim is truly to reduce through traffic and lower speeds then this will not achieve it. Better to separate the streets and block them to vehicles as elsewhere in the city (Clarendon Park?) or make streets one way. These are simple, reversible methods that are low cost and allow for non-motorised traffic to pass through, encouraging the use of the bicycle as a form of transport.

I would also suggest that use of these cushions is extremely hazardous to pedestrians and cyclists, as drivers move into the middle of the road to avoid the point of the speed bump. I would particularly draw your attention to the set proposed at the bottom of Westfield road. Cyclists already come round this corner to find their view blocked by parked vehicles and cars travelling downhill to the junction in the middle of the road. In placing this cushion here you are inviting drivers down the centre of the road and actively encouraging them to cross the dividing line. Someone will be killed or seriously injured as a result of these ill thought-out proposals.

It is clear to me that the views of residents have not been taken into account and the Transport Department seems to be proposing these merely to show some action and stop the (justified) complaints from residents. I fully support a 20mph limit, especially if enforced. It is also the case that the online consultation form did not allow for the support of a 20 mph zone independent of speed bumps- something that was possible in the written form. In responding on line, you had to support both, no distinction was made. Clearly this is poor quality consultation and bad methodology.

If the Council wish to properly address the valid concerns of residents and show they are willing to listen and consider solutions that are proven to work in their own

city and across the UK and Europe, they will not pepper the road with futile 'speed cushions' and instead think beyond this simplistic response and create a traffic filtered neighbourhood that permits access for residents and denies convenience to through traffic.

Officer comments on objection 7

Reasons to make 20 mph zone

The Council has given a commitment to install 20 mph zones around schools in the City where the residents request it. In the case of Dovelands 20 mph zone there are 3 primary school sites in the area that will benefit from lower vehicle speeds. There has been community requests to address issues such as speeding, rat running by private cars and heavy vehicle shortcuts from Hinckley Road to Glenfield Road and vice versa. A public consultation exercise showed strong support for the proposals, which are intended to address these issues.

One way streets

Our experience is that one way streets tend to increase vehicle speeds and speed cushions are needed to lower vehicle speeds. They tend to be used in streets that are so heavily parked as to prevent 2 way traffic. This is not the case in the Dovelands area. Furthermore, no through roads need hammerheads at the end for heavy vehicles to turn around including refuse vehicles and emergency services. These can involve land take which can be difficult to find. So, we have tended to discount this as an option for this area right now.

Sight line Westfield Road

The point about the sight line for cyclists entering Westfield Road from Hinckley Road is well made. The Council will look at this more closely It may be that we need to lengthen the no parking restriction lines here.

1.8 Objector 8 as submitted

As it happens I personally have an issue with the position of the speed bumps, as I run a music studio from my house and concerned about extra noise, the bumps are outside next doors house, so the position is an issue for me.

I didn't vote for them but accept that's what residents voted for. Are the locations of the speed bumps fixed or can they be moved 20 metres either way??

Officer comments on objection 8

Moving cushions

We are bound by the locations described in the advertisement. However it is possible to move cushions slightly here and there to avoid private driveways but 20 metres would be too far.

The properties on Letchworth Road are set back from the highway and we generally say this helps noise from the cushions to dissipate more than in a terraced street with housing abutting the highway. Furthermore this particular location is outside the resident's neighbour and hence is further remote from the cushion.

The cushions will tend to reduce the overall traffic flow in the area as well as the speed of the vehicles. The noise encountered inside the property may well reduce overall as a result

