

EXECUTIVE DECISION REPORT

PROPOSED 20MPH ZONE – ST THOMAS MORE SCHOOL AREA
STAGE 2 CONSULTATIONS

D.1 The outcomes from the Stage 2 Consultation, together with responses as appropriate, are shown below.

<u>STAGE 2 CONSULTATIONS</u>	
Frontages	
Residents	See Paragraphs D.2 – D.5

D.2 384 letters, plans and response forms were delivered to all properties within the proposed 20mph Zone for the St Thomas Road School Area.

84 replies were received which represents a 22% response rate. Of the residents that responded: -

20mph Speed Limit:

- 72 (86%) agreed with the proposal to install the 20mph Speed Limit
- 11 (13%) did not agree.
- 1 (1%) had no opinion.

This shows considerable public support for the introduction of the 20mph speed limit.

Traffic Calming:

- 48 (57%) were in favour of the proposed traffic calming measures
- 32 (38%) were against
- 4 (5%) had no opinion

This shows there is also public support for the traffic calming proposals.

Appendix E illustrates these responses split by street in tabular form.

D.3 48 responses were received from outside the consultation area.

20mph Speed Limit:

- 41 (85%) agreed with the proposal to install the 20mph Speed Limit
- 7 (15%) did not agree.
- 0 (0%) had no opinion.

Traffic Calming:

- 39 (81%) were in favour of the proposed traffic calming measures
- 7 (15%) were against
- 2 (4%) had no opinion

D.4 Two objections have also been received. These objections have been considered, and a proposed response has been made. These are attached as Appendix F.

D.5 Issues raised during the Consultation Process

Several issues have been raised during the consultation process. Where the same issues have been raised by three or more respondents they have been summarised below: -

D.5.1 Extend the 20mph Zone Area on Knighton Road

Eight residents suggested extending the 20mph Zone to cover a greater length of Knighton Road.

The part of Knighton Road to be 20mph and traffic calmed is outside St Thomas More School and considered necessary to reduce the speeds and improve the safety of children travelling to School. There is concern that installing traffic calming on a greater length of Knighton Road would impede traffic, especially the emergency services and buses, and could also displace traffic onto the residential streets in the area.

D.5.2 Add Traffic Calming on Knighton Drive

Seven residents suggested adding Traffic Calming on Knighton Drive. Vehicle speeds on Knighton Drive did not indicate traffic calming was required to reduce vehicle speeds for a 20mph speed limit.

D.5.3 Displacement of traffic onto Knighton Drive

Six residents were concerned that traffic would be displaced onto Knighton Drive.

It is proposed to have a speed and volume survey carried out on Knighton Drive before and after the installation of the 20mph Zone to allow this to be assessed.

D.5.4 Use Speed Cameras instead of Traffic Calming

Six residents suggested using Speed Cameras instead of the proposed traffic calming.

The roads within the 20mph Zone do not meet the national criteria required for a speed camera to be considered.

D.5.5 Less Traffic Calming on Ratcliffe Road

Five residents suggested using less traffic calming on Ratcliffe Road.

The number of traffic calming features on Ratcliffe Road has been proposed using experience, best practise, and guidance to achieve the reduction in vehicle speeds required for the new 20mph speed limit.

D.5.6 Damage to vehicles

Four residents were concerned about vehicle damage.

Speed cushions are designed and installed in accordance with national safety standards, and when driven over at the appropriate speed, they should not cause any damage to vehicles. Their purpose is to encourage lower driving speeds, which in turn improves safety for all road users.

D.5.7 Preferred Road Humps to Speed Cushions

Three residents preferred Road Humps to Speed Cushions.

Speed cushions have been proposed in preference to road humps because they do not impede emergency services and buses, they cause less disruption to vehicles, they are easier and faster to install, and they are much more cost effective.

D.5.8 Vehicle Activated Signs instead of Traffic Calming

Three residents suggested using Vehicle Activated Signs instead of the traffic calming.

Vehicle Activated Signs give little to no confidence of achieving the required reduction in vehicle speeds.