

Petition – Removal of traffic calming. Upperdale Road, Stanhope Street and Austin Estate.

SUMMARY

- 1.1 A petition containing 1006 signatures was received on 17 November 2005. The petition called for the removal of traffic calming from the areas of Upperdale Road, Stanhope Street and the Austin Estate.
- 1.2 A response to the petition was delivered to Area Panel 3 earlier this year. The response stated that the traffic calming measures had made significant improvements to road safety and that for this reason the features should not be removed. Area Panel felt that this response was not satisfactory.
- 1.3 Further consideration has now been given to the issues raised and this has taken account of the comments made by Area Panel. This report continues to emphasise the road safety benefits arising from the traffic calming features but proposes amendments to some of the features in order to lessen their impact on vehicles.

RECOMMENDATION

- 2.1 That the request for the removal of traffic calming is refused.
- 2.2 The speed cushions on Upperdale Road and Stanhope Street are reshaped to lessen their impact on vehicles while retaining the road safety benefits that they bring.

REASON FOR RECOMMENDATION

- 3.1 Evidence shows that the traffic calming has been successful in reducing casualties in every area of Derby that it has been used. Removing it is likely to result in an increase in casualties.
- 3.2 It is recognised that the form of traffic calming provided by speed cushions is unpopular with many motorists. The speed cushions on Stanhope Street and Upperdale Road are different to those used within the Austin Estate. It is this type of feature that is perceived as being the most uncomfortable and reshaping the cushions will enable them to continue to provide a road safety benefit while lessening their impact on vehicle drivers and passengers.

SUPPORTING INFORMATION

- 1.1 A petition containing 1006 signatures was received on 17 November 2005. The petition called for the removal of traffic calming from the areas of Upperdale Road, Stanhope Street and the Austin Estate.
- 1.2 The traffic calming within the Austin estate was installed in around 1994/95 by Derbyshire County Council, who were the highway authority at the time. This was in response to a fatality involving an infant, which raised considerable concerns within the community. The traffic-calming scheme that was installed in the Upperdale Road and Stanhope Street in 2000 aimed to reduce the high number of casualties in the area, particularly vulnerable road users and children.
- 1.3 The relative successes of the schemes, in reducing injury accidents, are shown in the table below.

Upperdale Rd / Stanhope St	All casualties	KSI* casualties	Child KSI* casualties
5 years before	48	12	4
5 years after	25	3	0

Austin Estate	All casualties	KSI casualties	Child KSI casualties
3 years before	30	5	4
3 years after	30	1	1

*KSI – killed or seriously injured

- 1.4 The casualty figures show that there is a marked reduction in both all ksi and child ksi casualties. The Upperdale Rd / Stanhope St scheme also shows almost a 50% reduction in all casualties.
- 1.5 These figures are very encouraging. As well as creating a safer environment for all road users and residents, they also help towards our continual overall casualty reduction efforts and help us meet targets within our Local Transport Plan and within our local Public Service Agreement. Casualty reduction continues to be a high priority for government.
- 1.6 The removal of traffic calming from any of these areas is likely to lead to an increase in casualties, as was the case at Grampian Way. Here, traffic calming was removed and mobile safety cameras were introduced. This resulted in the level of casualties rising by over 250% in three years.
- 1.7 Identifying and reducing casualties is a statutory function of the council and removing traffic calming, without replacing it with a suitable alternative, would not be acceptable.
- 1.8 It is recognised that the concrete speed cushions on Upperdale Road and Stanhope Street, although extremely effective at reducing traffic speeds, are particularly unpopular with motorists.

- 1.9 A technique that can be used to lessen the impact of these cushions whilst still retaining most of their casualty reduction properties is to reshape the corners of the cushions to make them less severe. This will cost in the order of £20,000.
- 1.10 The traffic calming features contained within the Austin Estate are different and can not be treated in the same way. These features, which vary, are less aggressive and have less impact than those on Stanhope Street and Upperdale Road.
- 1.11 In consideration of the points raised above it is therefore proposed that the request to remove the traffic calming be refused. However, recognising the impact that the features on Stanhope Street and Upperdale Road have on vehicle drivers and passengers, it is proposed that these features should be reshaped to lessen their impact.
- 1.12 No funding is available in the current financial year to undertake this reshaping. Subject to Area Panel confirming that this is a high priority we will ensure that these works are included within the list of schemes to be considered for the 2007/08 work programme. This work programme will be considered by Cabinet in February 2007.

IMPLICATIONS

Financial

- 1.1 The cost of reshaping the features on Stanhope Street and Upperdale Road will be in the order of £20,000

Legal

- 2.1 Identifying and reducing casualties is a statutory function of the council

Personnel

- 3.1 None

Equalities impact

- 4.1 None

Corporate objectives and priorities

- 5.1 None

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Background papers:	None
List of appendices:	None