

# Proposed Decision to be made by the Portfolio Holder for Transport and Planning on or after 18 October 2019

## Proposed Traffic Calming Speed Humps, Beaumont Road, Nuneaton

### Recommendation

That the Portfolio Holder for Transport and Planning approves that the proposed speed humps along Beaumont Road, Nuneaton be implemented as advertised pursuant to section 90A of the Highways Act 1980.

### 1.0 Introduction

- 1.1 Proposal for four number traffic calming speed humps has been consulted on between 18 July 2019 to 9 August 2019 which included the local newspaper and residents within the affected area, who received a letter. One letter of objections has been received. This is appended to this report in **Appendix A**.
- 1.2 A statement of reasons for proposing the Traffic calming speed humps is appended to this report in **Appendix B**.
- 1.3 The comments, suggestions and objections that have been received are discussed below together with the reasons for the proposals with an Officer's response to each of the Objector's main points.

### 2.0 Proposal

- 2.1 Drawings showing the published proposals which have attracted objections and comments are found in **Appendix C**.

### 3.0 Objections

<u>Representations of objections</u>	<u>Officer response</u>
The plans provided show the location of proposed speed hump is partially over the properties vehicle access, which will prevent the property owner to access their property in safe manner.	The location of the proposed speed hump will be marked out on site by the design engineer before work commences to ensure that the traffic calming feature is installed on the carriageway at a location so it does not impede the vehicle access to the property.

<p>If the Speed humps purpose is to reduce the speed of the traffic, why can't there be a speed camera installed at the location instead of the speed humps.</p>	<p>To install a speed camera at a location it has to meet certain criteria set out by the Department of Transport (DFT Circular 01/2007 which can be read in Appendix D) which Beaumont Road does not meet and are mainly located on main carriageways and not in residential areas. The installations of traffic calming features are to reduce the speed of the traffic along a larger section of carriageway.</p>
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## 4.0 Financial Implications

- 4.1 The scheme will be fully funded from the Local Members Delegated Budget. Any further works required post Road Safety Audit Stage 3 or raised post construction by Residents will be funded through the Local Members Delegated Budget.

Appendix A – Objection Letters

Appendix B – Statement of Reason

Appendix C – Consultation Plan

Appendix D – (DFT Circular 01/2007) Speed Camera Criteria

	<b>Name</b>	<b>Contact Information</b>
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The report was circulated to the following members prior to publication:

Local Member: Councillor Olnor

Other Members: Councillors Cockburn, Phillips, Shilton, Chattaway, Chilvers, Roodhouse and Clarke



RECEIVED - 6 AUG 2019
COMMUNITIES GROUP
LOCAL AS+PICT

4<sup>th</sup> August 2019

Dear Sir

**BEAUMONT ROAD, NUNEATON - PROPOSED SPPED HUMPS**


I am writing with reference to the proposed speed humps in Beaumont Road, which I wish to make my concerns and objections to be noted.

The letter received on Thursday 18<sup>th</sup> July 2019, advises of a proposed plan for four speed humps in Beaumont Road and contained a small map of the proposed areas for the humps, The letter advised that I could visit my local Town Hall or the library to see plan and statement of the Council's reasons for the proposal. As I do not work locally my only option was to visit the library. Which I did and eventually they found the plans on my request. The plans only consisted of the same letter and map which was sent to me and no statement as to why the humps are being proposed.

I was home early from work one day and tried to see the plans at the Town Hall and was told I needed to see someone from planning but they are only in until 1pm. So again unsuccessful in seeing the plans and reasoning behind the humps.

The letter I received was the first communication I knew about the humps. I have received no other communication or dialogue from you that the humps were being considered for Beaumont Road.

I would like an explanation and rationale as to why they are being considered as at present I have not been able to establish this.

The plan provided shows that the hump at  is over my driveway and will be 2.8 meters in length but does not describe the hump in detail. This will prevent me from accessing and exiting safely from my drive. As I drive up Beaumont Road I turn right onto my drive at the end of the



dropped curb and at an acute angle and do not feel that having the hump will allow me safe access and exit from my drive.

I have to contend with other vehicles being parked on the grass curbing at the end of my drive which if not parked correctly and in a considerate way can make it hard for me already to access/exit my drive and with the proposed hump will make it even harder.

Understand the need for safety, but feel that it is the volume of traffic that uses Beaumont Road as a short cut to Tuttle Hill and Manor Court Road to cut out other congested areas of the town. If the purpose of the humps are to slow the speed of traffic down then why cannot a speed camera be installed rather than speed humps?

I await confirmation from that you have received my letter and answers to why humps are being considered. I would also like it to be noted that my personal details are to be withheld from being published with regards to the my objection.

Yours faithfully

A large black rectangular redaction box covering the signature area.



## Appendix B - Beaumont Road, Nuneaton

### Proposed Traffic Calming Speed Humps

#### 1. STATEMENT OF REASONS

- 1.1 Warwickshire County Council is proposing to install four speed humps at various locations on Beaumont Road.
- 1.2 The scheme will involve the use of warning signs, road markings and speed humps. The scheme will help improve the environment for residents, pedestrians and cyclists by restricting vehicle speeds and improving road safety.
- 1.3 The location of the speed humps are set out in schedule 1 and can be referred to in drawing TR10967.4.C (Consultation Plan)

#### 2. SCHEDULE

##### SCHEDULE 1 (Location of speed humps)

###### Beaumont Road

###### Location A

Construction speed hump dimensions: - 2.8m (Length) x 8.6m (Width) x 0.075m (Height)  
Outside of no.82, 84, 87 & 89

###### Location B

Construction speed hump dimensions: - 2.8m (Length) x 5.4m (Width) x 0.075m (Height)  
Outside of no. 62, 64, 67 & 69

###### Location C

Construction speed hump dimensions: - 2.8m (Length) x 5.4m (Width) x 0.075m (Height)  
Outside of no. 34, 36

###### Location D

Construction speed hump dimensions: - 2.8m (Length) x 7.0m (Width) x 0.075m (Height)  
Outside of no. 12, 14, & 16

#### 3. EXISTING ORDERS TO BE REVOKED/AMENDED

None.

#### 4. PRIORITY

4.1 – Medium.



Traffic & Road Safety  
 Communities  
 Shire Hall Post Room  
 Warwick, CV34 4SP  
 Tel : 01926 410410

# Consultation Plan

H:\Traffic\Marcus\RS Info\Beaumont Rd\Queens Road Signage.dwg  
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 Warwickshire County Council.

REV	DATE	BY	CHK	AMENDMENT
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Drawing title  
**Nuneaton  
 Beaumont Road  
 New traffic calming humps  
 and signage**

Project title  
**Beaumont Road Improvements**

Drawn by <b>MAL</b>	Checked by <b>LW</b>
Date <b>26 June 2019</b>	
Scale <b>NTS @ A3_L</b>	
Drawing number <b>TR/10967.4.C</b>	



## Site selection criteria that applied at the end of the National Safety Camera Programme

Rule		Fixed speed camera sites		Mobile speed camera sites		Routes		Red-light or combined red-light speed
1	Site or route length requirements	Between 0.4 km and 1.5 km		Between 0.4 km and 5km		Between 5 km and 20 km		From stop line to stop line in direction of travel
2	Number of KSI (killed or seriously injured) collisions	At least 3 KSI collisions per km in the baseline period.*		At least 1 KSI collision per km (average) in the baseline period.*		A minimum of 3 existing core sites within the length. (There are no further requirements.) OR Has at least 1 KSI collision per km (average) in the baseline period* and meets the PIC total value below.		At least 1 KSI collision within the junction in the baseline period.* Selection must be based upon a collision history of red-light running.
		*The baseline period is the most recent 36-month period available when proposal is submitted, where the end date is within 12 months of the date of submission.						
3	Total value required	Built-up 22/km	Non-built-up 18/km	Built-up 11/km	Non-built-up 9/km	Built up 8/km	Non built up 6/km	10
		For sites up to 1 km, the above value is required. For sites longer that 1 km, the value is per km.						
4	85th percentile speed at proposed sites	Speed survey shows free-flow 85th percentile speed is at or above ACPO enforcement threshold in built-up areas and 5 mph over maximum speed limit in non-built-up areas. This can apply to all vehicles or a vehicle class but must be compared consistently.						Not applicable
5	Site conditions that are suitable for the type of enforcement proposed	Loading and unloading of camera can take place safely.		Location for mobile enforcement is easily accessible and there is space for enforcement to take place in a visible, legal and safe manner.		The location of collisions in the baseline period will determine the length of route.		Loading and unloading the camera can take place safely.
6	Suitability of site for camera enforcement	The highway authority must undertake a site survey, demonstrating the following: (a) the speed limit has been reviewed, confirming that camera enforcement is the right solution; (b) there is no other cost-effective engineering solution that is more appropriate; (c) that the Traffic Regulation Order (where applicable) and signing are lawful and correct.						
<p>New camera sites will be selected using an assessment that includes the level of fatal, serious and slight collisions. The combined level of collisions will be expressed as a numerical scale (see below) and assessed relative to the road classification for the site – whether it is either a ‘built-up’ or ‘non-built-up’ area and according to the type of site, i.e. route, fixed, mobile or red-light.</p> <p>Fatal or serious injury collision = 5 (i.e. 2 serious collisions = 10) Slight injury collision = 1 (i.e. 5 slight collisions = 5)</p> <p>‘Built-up area’ is defined as a road with a speed limit of 40 mph or less. ‘Non-built-up area’ is defined as a road with a speed limit of 50 mph or more.</p>								