

Report title: Objections to the proposed implementation of speed cushions in Ely

To: Delegate Decision Meeting

Meeting Date: 1st March 2024

From: Executive Director: Place & Sustainability

Electoral division(s): Ely North and Ely South

Key decision: No

Forward Plan ref: N/A

Outcome: This purpose of this report is to consider the responses received during the consultation regarding the proposed installation of speed cushions within the City of Ely.

Recommendation: N/A

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1. Background

- 1.1. The City of Ely has applied for and been successful in receiving funding to implement a City-wide 20mph zone.
- 1.2. As part of the Ely 20mph scheme speed cushions are proposed to be installed in locations identified in Appendix 1.
- 1.3. These speed cushions are varied in width and length but remain a standard height of 100mm.
- 1.4. The dimensions of the speed cushions are:
 - King's Avenue, the cushions will be 2000mm x 1650mm.
 - Downham Road, the cushions will be 2000mm x 1650mm.
 - High Barns, the cushions will be 3000mm x 1900mm.
 - Prickwillow Road, the cushions will be 3000mm x 1900mm.
 - Lisle Lane, the cushions will be 2000mm x 1650mm.

2. Main Issues

- 2.1 The Road Humps Regulations procedure is a statutory consultation process that requires the Highway Authority to advertise the consultation in the local press and to post a public notice stating the proposal and the reasons for it. The advert invites the public to formally support or object to the proposals in writing within a twenty-one-day notice period.
- 2.2 The proposal was advertised in the Ely Standard on the 2nd of August 2023 and the statutory consultation period ran from the 2nd of August to the 24th of August.
- 2.3 The statutory consultation resulted in 10 objections these are detailed in Appendix 2.

3. Alignment with ambitions

- 3.1 Net zero carbon emissions for Cambridgeshire by 2045, and our communities and natural environment are supported to adapt and thrive as the climate changes.
There are no significant implications for this ambition.
- 3.2 Travel across the county is safer and more environmentally sustainable.
The following bullet points set out details of implications identified by officers:
 - Installing speed cushions assists in ensuring that motorists adhere to posted speed limits
- 3.3 Health inequalities are reduced.
There are no significant implications for this ambition.

- 3.4 People enjoy healthy, safe, and independent lives through timely support that is most suited to their needs.
There are no significant implications for this ambition.
- 3.5 Helping people out of poverty and income inequality.
There are no significant implications for this ambition.
- 3.6 Places and communities prosper because they have a resilient and inclusive economy, access to good quality public services and social justice is prioritised.
There are no significant implications for this ambition.
- 3.7 Children and young people have opportunities to thrive.
There are no significant implications for this ambition.

4. Significant Implications

- 4.1 Resource Implications
The following bullet points set out details of significant implications identified by officers:

- The funding for this project has been provided through the Transforming Cities Fund

- 4.2 Procurement/Contractual/Council Contract Procedure Rules Implications
There are no significant implications within this category.

- 4.3 Statutory, Legal and Risk Implications
There are no significant implications within this category.

- 4.4 Equality and Diversity Implications
There are no significant implications within this category.

- 4.5 Engagement and Communications Implications
The statutory consultees have been engaged, including the County Councillors, the Police and the emergency services. The police offered no objections, and no comments were received from the other emergency services. Notices were placed in the local press and displayed on site for the proposed speed cushions. The proposals were made available for viewing online at <http://bit.ly/cambridgeshiretro> and on consultation.appyway.com.

- 4.6 Localism and Local Member Involvement
The following bullet points set out details of significant implications identified by officers:

- Ely City Council do not support the introduction of speed cushions

- 4.7 Public Health Implications
There are no significant implications within this category.

- 4.8 Climate Change and Environment Implications on Priority Areas:

- 4.8.1 Implication 1: Energy efficient, low carbon buildings.
Neutral Status.
- 4.8.2 Implication 2: Low carbon transport.
Neutral Status.
- 4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.
Neutral Status.
- 4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.
Neutral Status.
- 4.8.5 Implication 5: Water use, availability and management:
Neutral Status.
- 4.8.6 Implication 6: Air Pollution.
- Installation of speed humps could impact air quality
- 4.8.7 Implication 7: Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change.
Neutral Status.

5. Source documents guidance

5.1 Source documents

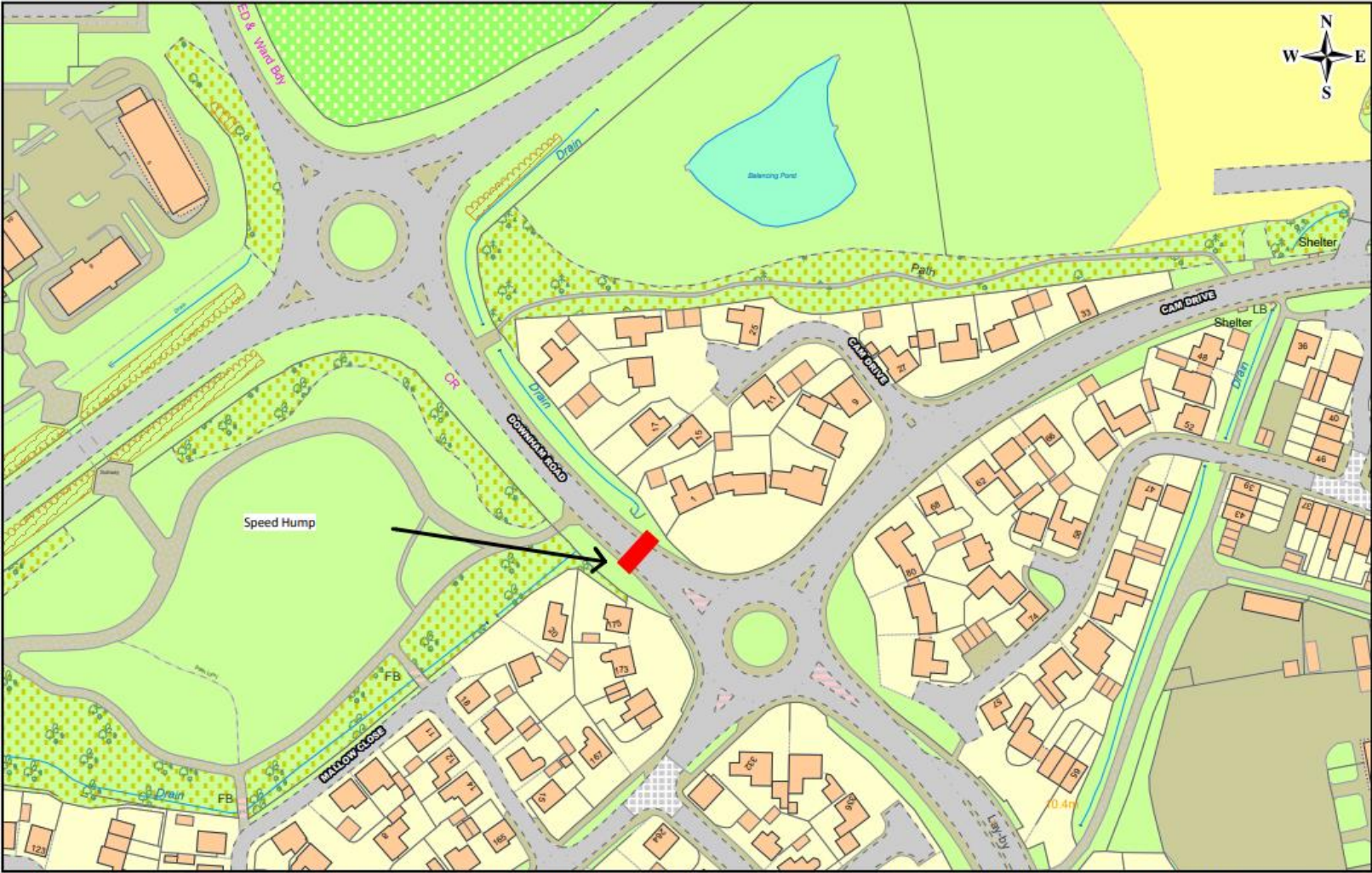
- Copies of the written representations (redacted) received during the consultation period.
- Copies of the consultation documents (public notice, plans, site notices and consultation letters).

5.2 Location

Available upon request from the Policy & Regulation team
(policyandregulation@cambridgeshire.gov.uk)

Appendix 1

Downham Road



King's Avenue & High Barns



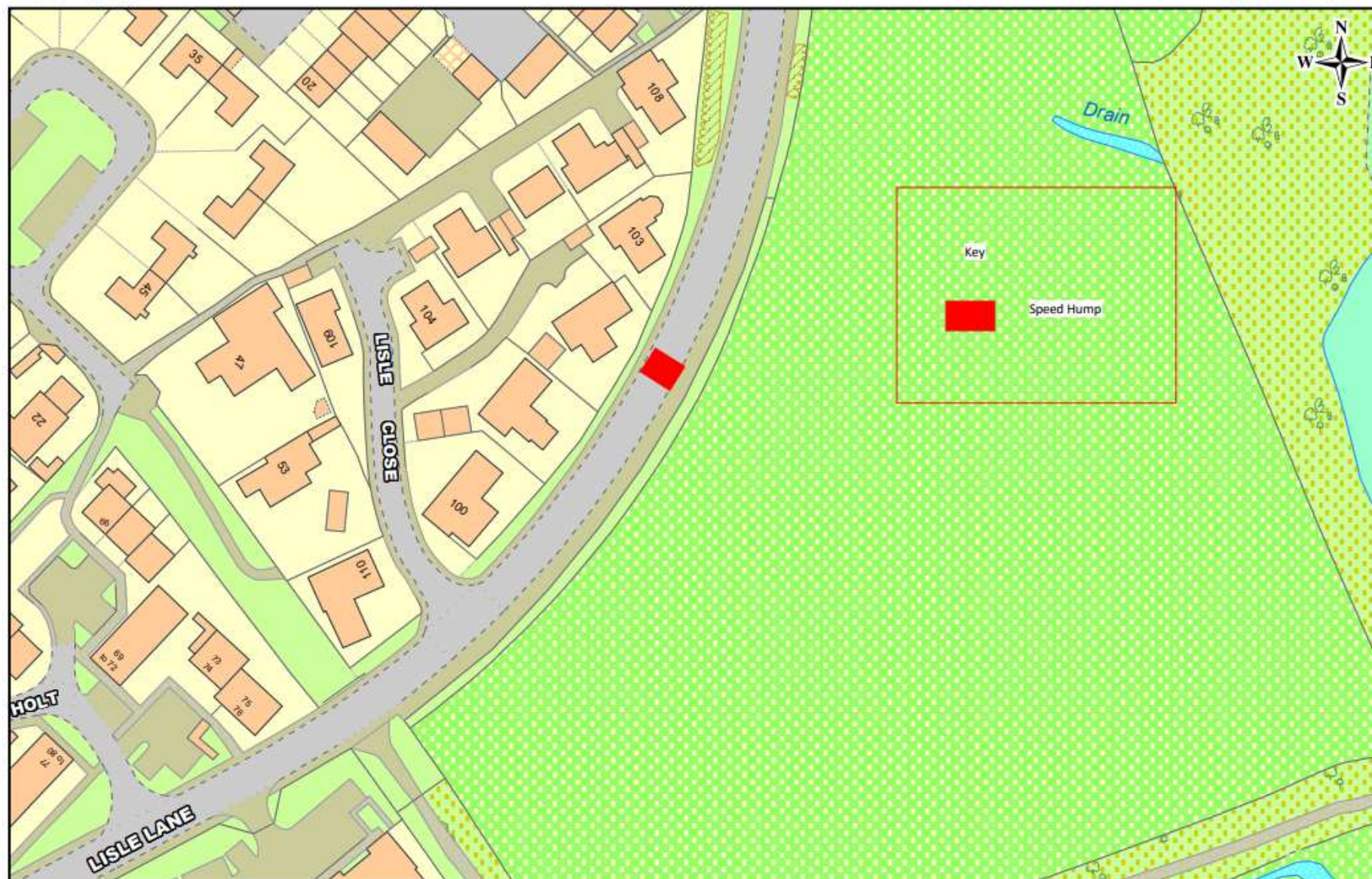
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Centred at: 554975,281536

Date: 04/08/2023 By: fw411

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Lisle Lane



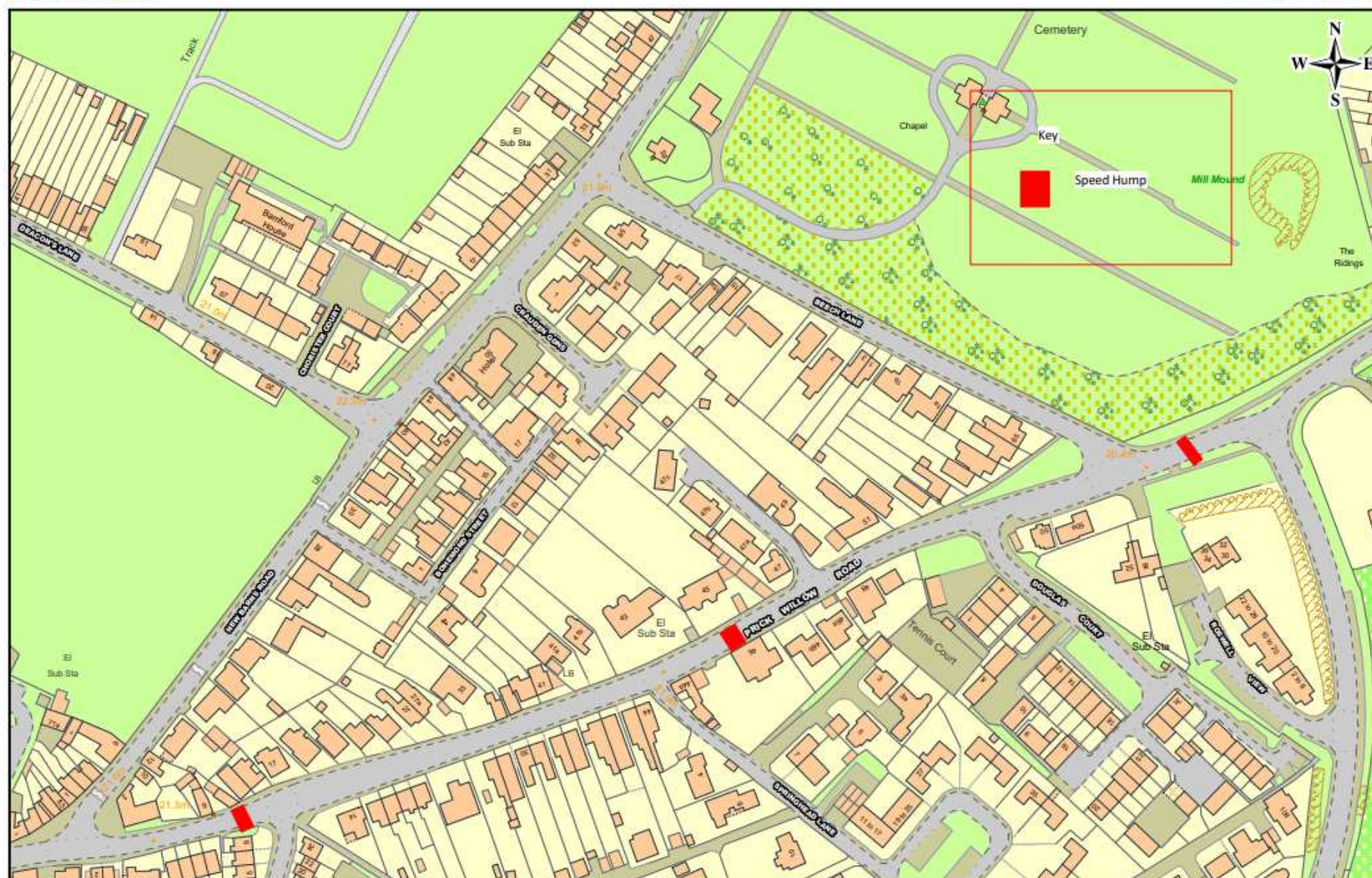
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Centred at: 554861,280492

Date: 04/08/2023 By: fw411

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Prickwillow



Appendix 2

Objections	Officer's Comment
<p>My objection is based on the grounds that the speed cushions will cause an excessive inconvenience to road users (particularly cars), causing discomfort, damage and disruption to smooth traffic flow, even when vehicles are travelling within legal speed limits. Air pollution from exhausts, tyres and brakes will also be increased based on my commonly observed use of similar installations by typical road users.</p> <p>Furthermore heavy goods vehicle through traffic, which is arguably the biggest problem (on King's Avenue) will be least affected by this type of installation.</p> <p>I suggest that you survey people's experience of the speed cushions in Littleport before deciding on this Ely installation.</p>	<p>Speed cushions are a recognised form of traffic calming used to effectively slow vehicles. If they are negotiated correctly, then issue of noise, vibration and discomfort are very much reduced. It is possible that air pollution could be increased as a result of the proposed installation however this is offset by the overall reduction in traffic speeds and the benefits that slower traffic brings.</p>
<p>I read with horror your intention to use my council taxes to install what you euphemistically refer to as 'speed cushions' in Ely. I have already sustained damage to my vehicle from the existing lumps of asphalt in High Barns road.</p> <p>I understand the desire to curb the speed of traffic and I suggest speed cameras would achieve this objective without wrecking passing vehicles travelling within the speed limit. Offenders would also contribute to your coffers.</p> <p>Are you aware that many of the vehicles using these roads are agricultural vehicles with huge wheels that can easily traverse your intended impediments without slowing down?</p>	<p>It is regrettable that you have experienced damage to your vehicle from seemingly driving over existing speed humps in Ely. However, the vast majority of motorists negotiate such traffic calming measures with little to no negative impact.</p> <p>Safety cameras are expensive to install and maintain, currently Cambridgeshire only considers the installation of safety cameras at recognised collision cluster sites where it is assessed that speed could be a contributory factor in the collisions recorded. Funds gained from the issuance of fines from Safety cameras are not currently redistributed to the Council.</p> <p>It is correct that cushions can be traversed easily by larger vehicles. However, there will still need to be an element of speed reduction by those vehicles in order to roll over the</p>

<p>Also, huge transport lorries driven by employees who are more concerned with time deadlines than bumps in the road.</p>	<p>cushions correctly.</p>
<p>I object on the grounds of the disproportionate size, specifically height, of the cushions. These are too large for the size of vehicles used by most residents in this area. The cushions in High Barns routinely cause damage to my vehicle, including stripping off the trim to my bumper. I drive a Ford Fiesta, and most people in this area drive cars of a similar size. The height of the cushion is disproportionate for these types of vehicles, even when driving at 5 miles an hour.</p> <p>I also object on the grounds of the poor construction and maintenance of the cushions. The cushions in High Barns have been built with dips between the road and the cushion, making the cushion higher and steeper, and hence exacerbating damage to vehicles. The poor quality of construction is not remedied by the County Council, and this creates additional hazards as drivers move to the opposite side of the road to avoid the larger dip, into the face of oncoming traffic. The poor quality construction is evident in the rapid erosion of the speed cushions and surface of the road, which the County Council has neglected to repair for the past three years. I note the cynical timing of partial repairs to High Barns at the same time as the placement of the notice to install such cushions on Kings Avenue, and elsewhere in Ely.</p> <p>In addition to objecting to the traffic calming measure selected unilaterally by the County Council, I am writing to object to the consultation process used with residents. The County Council has not asked us which traffic calming measures we would support. As a</p>	<p>The speed cushions have been advertised at a maximum permissible height of 100mm. Cushions of a lower height of 75mm could be considered.</p> <p>Existing speed cushions in Ely (or across the County), of which, there are several different types could be made of asphalt. Newer speed cushions can be constructed of recycled rubber which are hard wearing and more resilient to freeze/thaw action (and other wear & tear); they are also modular so can be repaired easily.</p> <p>It is not a requirement carry out widescale, individual consultation where the installation of speed cushions are concerned. The regulations around consultation of these features has been followed and there is insufficient resource to conduct a wider</p>

<p>resident of Kings Avenue, I support the policy intention to reduce speed on this road. I would support the use of speed restrictions to 20 miles per hour, the use of signs, and the use of speed cameras. The income of the speed cameras could be put to use in road maintenance, and in road safety interventions, including proper cycle lanes.</p>	<p>engagement exercises as has been suggested. Safety cameras are expensive to install and maintain, currently Cambridgeshire only considers the installation of safety cameras at recognised collision cluster sites where it is assessed that speed could be a contributory factor in the collisions recorded. Funds gained from the issuance of fines from Safety cameras are not currently redistributed to the Council.</p>
<p>I also object to the poor communication regarding the Council's intention to install cushions. The very limited number of notices on Kings Avenue, and the complete disregard for additional forms of communication including through post-box, suggest a lack lustre approach to consultation. I note that the Council is able to communicate with residents in a variety of forms to advise of Council Tax invoices and payments. I object to the exclusive nature of the communication, which relies on residents being mobile and walking along the whole distance of Kings Avenue.</p>	<p>The legal requirements for consultation of speed cushions has been followed. It is not a requirement to letter drop properties.</p>
<p>The notices seem to be recent. Please confirm the date that the notices were posted on Kings Avenue, and the period of time given to residents to a) see the notice and b) respond to the notice.</p>	<p>Notices were put up on the 2nd August and left in situ, with the consultation period ending on the 24th August.</p>
<p>I would like to take this opportunity to request that the Council considers yellow lines on Kings Avenue Ely, to prevent parking on the road. There is more than enough parking in the estate for usual residential needs. The on street parking is dangerous, particularly in poor visibility, and especially on the area where Kings Avenue curves towards the Prickwillow Roundabout. On road parking in this area prevents visibility and is extremely dangerous.</p>	<p>Additional parking control measures are out of scope for this piece of work which is for the delivery of speed cushions. Such measures could be bid for through the Council's Local Highways Improvements Initiative.</p>
<p>Whilst I am supportive of measures to increase safety on Ely roads, as a</p>	<p>There is no available data to show their necessity. There is also no requirement</p>

<p>pedestrian and cyclist using Prickwillow Road and Ely roads daily I was very surprised to see the proposed speed cushions for Prickwillow Road. Is there data that shows they are necessary in this particular situation?</p> <p>1. I feel they are unnecessary as the speed is naturally slowed due to the parking of cars on the south side and narrow lanes. Even though there is a fair flow of traffic I have observed that traffic is usually disciplined and feel that these cushions will slow down the flow and create greater congestion than at present.</p> <p>2. The monies could be far better spent addressing the dangerous junction at the top of Lisle Lane/ Prickwillow Road. Trying to cross this, particularly with young children is a challenge and is very difficult at most times. Traffic heading into Ely from Queen Adelaide frequently don't slow down, turning into Lisle Lane or travelling straight across the roundabout at speed. A suggestion which would work for both cyclists and pedestrians would be to put a crossing on the approach from Queen Adelaide to the roundabout. (Preferably a pelican.). If this isn't viable then the cushion should be on this approach to the roundabout not further down on Prickwillow road. Please consider this as an alternative.</p> <p>3. As a cyclist I have had to encounter very dangerous potholes on both sides of Prickwillow road, constantly opening up. - not great at night! Traffic does not always understand the need to ride away from the kerb at times and often pass too close. Will the placement of these 3m cushions create another hazard for cyclists?</p>	<p>for this to be provided or used as an assessment tool for the provision of speed cushions.</p> <p>Noted.</p> <p>Noted. Unfortunately, the installation of crossings is not within the scope of this project which is the installation of speed cushions. Although, crossings could be installed at a later date through the Council's Local Highways Improvements Initiative.</p> <p>The cushions are designed so that cyclists can negotiate them easily and without significant discomfort.</p>
<p>I am writing to submit my objections to the proposed speed cushions (speed bumps) along King's Avenue in Ely.</p> <p>Firstly I feel that speed bumps do not help reduce speed, and the county council are not able to maintain them to</p>	<p>Speed cushions are a recognised traffic calming feature that serve to reduce speeds. New speed cushions can be</p>

a safe standard; as evidenced by the existing speed bump on High Barns where unless people drive on the wrong side of the road they bottom their car, regardless of speed or number of passengers.

Secondly, the consultation on this project has been very poor. I happened to walk along High Barns on Sunday 20 August and came across the undated notice, on a lamppost near the parking for no.1 Carey Close and no. 102 King's Avenue with a closing date of 24th August! The following day I walked the whole length of King's Avenue, both sides of the road, and only found 2 other notices: one near the turning to Goodwin Close, and one on lamppost L2K1F opposite the turning to Philippa Close. As these notices are undated I am unsure when they went up - I shall expect you to confirm this information.

As far as I am aware there has been no media coverage of this proposal. I generally check in on the Ely Standard online, and also follow Spotted in Ely on Facebook. I have seen nothing about this at all. When we had the new pavement dressing done (not the best quality/standard I'm sure you'll agree) every household had a leaflet through the door, and yet this has received no such publicity. I am both surprised and disappointed.

In addition King's Avenue has been designated a route to the A10, which means there are a lot of lorries/ heavy goods vehicles etc using the road. Living in a farming community it also sees heavy use by farm machinery at all times of the day or night. I really feel that the noise of lorries, skip wagons with their rattling chains, buses, tractors and other farm machinery rattling over speed humps at all times of the day and night will have a detrimental effect for the residents who live here.

constructed of recycled rubber which are easier to maintain and long lasting, very different to traditional asphalt constructs.

Notices were put up on 2nd August with a consultation ending of 24th August. The consultation period could have been extended if required although from the volume of responses received it does not appear necessary.

An advert was published in the Ely Standard on the 2nd of August, further information was also published on the Council website. The Council does not advertise such schemes in social media and it is not a requirement to letter drop any properties where the installation of speed cushions is concerned. Regulations around consultation have been complied with.

Whilst there could be additional noise and vibration as a result of installing speed cushions the benefits of overall reduced vehicular speeds offsets this. Additionally, wider tracked vehicles will be able to straddle the cushions to minimise their own noise and vibration.

<p>There are so many other ways to 'control' speeding. The most effective would be speed cameras, which although expensive do become an income stream if people don't adhere to the speed limit. A speedwatch is also another deterrent and earner. Maybe having police presence at some time would be useful!</p> <p>Please don't ruin this road by installing speed bumps. Think about the welfare of those of us who now live on a designated route to the A10 and please consider safer, cost effective and resident friendly ways of making the road safer for all - maybe installing more pedestrian refuges would be a better use of resources.</p> <p>Please also consider making this 'consultation' more open, so you can truly garner the thoughts of the residents.</p>	<p>Safety cameras are only installed at collision cluster sites, and any income received through the issuance of fines is not recouped into Council budgets. SpeedWatch is a community, volunteer, operated scheme supported by the police which does not have the power to issue fines.</p> <p>The installation of pedestrian refuges could be considered through the Council's Local Highways Initiative at a later time if there was demonstrable demand.</p> <p>Noted.</p>
<p>I have concerns at the proposal to install many speed reducing humps in Kings Avenue.</p> <p>This is a main artery for heavy goods vehicles from the industrial area in Queen Adelaide and beyond to reach the A10. Also there is access to a large farm from Kings Avenue used by large agricultural vehicles, HGV deliveries plus many other agricultural vehicles using Kings Avenue as a through route.</p> <p>I am very concerned that installing speed humps will cause this type of vehicle to generate a lot of noise pollution as they pass over them. Kings Avenue is predominantly a residential area.</p> <p>I hope you will take this aspect into consideration when making your decision.</p>	<p>Noted.</p> <p>Noted.</p> <p>Speed cushions are a recognised form of traffic calming used to effectively slow vehicles. If they are negotiated correctly, then issue of noise, vibration and discomfort are very much reduced. There are also wider benefits that could be achieved through the overall reduction in vehicular speeds.</p>

Appendix 3

Support	Officer's
<p>I'm pleased to hear that speed restrictions are being considered for Ely. I think that something definitely needs to be done on Downham Rd but actually it is at the top near Egremont Street and Upherds Lane where it needs to be slowed down. Upherds Lane is a blind turning and in the mornings many cars speed down there. Therefore, something needs to slow them before the corner.</p>	<p>The whole of Downham Rd isn't being considered for traffic calming works at present or as part of this package of work. However, it could be considered through alternative means such as the Council's Local Highways Improvements initiative.</p>
<p>First, I would like to say that I am in complete agreement about measures needing to be taken to curb excessive speeding on Kings Avenue. Having lived in our house on Kings Avenue since it was built in 1993, I feel in a strong position to comment based on lived experience. We happen to live directly next to where one of the proposed speed cushions is marked on the accompanying plan.</p> <p>However, secondly I would appreciate some reassurance that any speed measures will be effective against the worst speed culprits: namely many farm tractors and many of the skip lorries based at the Ellgia Recycling Centre, Padnal Railway Sidings CB7 4UJ who use Kings Avenue heavily on a daily basis. We understand that they are going about their business but we don't understand the casual and blatant ignoring of a 30 mph limit in a heavily built-up area.</p> <p>Over the last 24 hours we have also had tractors passing every few minutes in both directions, the vast majority of which are clearly exceeding the speed limit.</p>	<p>Noted.</p> <p>Speed cushions will be able to be negotiated by larger vehicles and it is correct that they will be able to straddle them. However, to do so effectively, they will need to reduce their incoming speed. Therefore there will be an effect on larger vehicles, although not as acute as with cars. A fuller width speed hump could be considered, however, there will likely be issued of increased vibration and noise experience by nearby residents as a result.</p>
<p>I believe there is a gap in that there is nothing being done to Lynn Road. Lynn Road already has issues with people racing up and down the road. Especially with lorries doing that, literally shaking</p>	<p>Speed cushions aren't proposed for Lynn Road at this time however, could be considered as part of a Local Highways Improvements initiative at a later date should there be demonstrable</p>

<p>the foundations of the houses in addition to the safety concerns.</p>	<p>demand.</p>
<p>I believe by encouraging drivers to slow down on the other roads, you're only going to push speeders onto Lynn Road, which is probably already a preferred route out of Ely for people who speed because it's a very long, straight stretch of road with little in the way to stop them.</p>	<p>Noted.</p>
<p>We already have frequent issues with drivers showing complete disregard for the zebra crossing near St. Audrey's way, which is a popular crossing point for school children.</p>	<p>Noted.</p>
<p>In an ideal world, we could have speed cameras in populated areas where people live rather than just on the motorway, but I suspect that will always be considered unrealistic, so I would like to see speed cushions with the 20mph speed limit.</p>	<p>Safety cameras are only installed at collision cluster sites, and any income received through the issuance of fines is not recouped into Council budgets.</p>