

## **Results of the Informal Public Consultation**

### **NCIL Round 4 Road Hump Traffic Calming Scheme - AB17 Lexham Gardens (Abingdon ward)**

**06 November 2024**

#### **1. Introduction**

1.1 This paper summarises the responses received to the recent consultation on proposals to introduce the following Round 4 Neighbourhood Community Infrastructure Levy (NCIL) funded traffic calming scheme:

- AB17 - Proposed sinusoidal road humps in Lexham Gardens (east and west arms).

#### **2. Consultation results**

2.2 Following a successful application by a resident of Lexham Gardens for NCIL funding to introduce traffic calming in both the east and west arms of Lexham Gardens, the Council consulted local residents on the proposed scheme.

2.3 The proposal was to install ten sinusoidal road humps in Lexham Gardens - six on the east arm and four on the west arm. The positions of the road humps and associated signs are shown in the plan in Appendix 2.

2.4 The consultation ran for six weeks between 11 May and 22 June 2024.

2.5 Letters were delivered to 934 addresses in the vicinity of Lexham Gardens. A copy of the letter is included in Appendix 3.

2.6 There were 93 responses to the consultation using the online survey.

2.7 Forty-seven of the responses (51 percent) were in favour of the proposal, four (four percent) agreed in part with the proposals and 42 (45 percent) objected to the scheme. All the responses are provided in the separate Appendix 1.

2.8 Ninety of the 93 responses came from residents of Kensington and Chelsea. Of the remaining three respondents, two listed their residential status as 'other' but stated that they were landlords of properties on Lexham Gardens. The final respondent did not specify where they resided.

2.9 The consultation questions asked respondents to provide their postcode. Of the postcodes provided, 54 were from postcodes on or near the section of Lexham Gardens east of Marloes Road. Twenty-seven of those supported the proposals, four supported them in part and 23 objected to them.

2.10 Thirty-one respondents provided postcodes on or near the section of Lexham Gardens west of Marloes Road. Fifteen of them supported the proposals and sixteen objected to the proposals.

2.11 Four respondents provided postcodes on Marloes Road. They all supported the proposals.

2.12 Three respondents provided postcodes outside the immediate area of Lexham Gardens. One supported the proposals and two objected to the proposals.

2.13 The main reasons given for supporting the scheme were:

- It will slow vehicles down and reduce inconsiderate driving (raised by 12 respondents);
- It will stop motorists using it as a cut through (raised by 9 respondents);
- It will improve road safety (raised by 7 respondents); and
- It will reduce the noise of speeding vehicles (raised by 4 respondents).

2.14 Summaries of the main reasons for objecting as well as their frequency are set out in Table 1. Some of the objectors cited more than one reason for objecting. Officers' responses to the objections are included in the table. An asterisk denotes comments made by those who supported the proposals or supported them in part.

**Table 1 - Summary of Objections**

Summary of Objections to the Proposals		Qty.
1	Not required because there's not many people speeding and there are no collisions.	34
<p>Response:</p> <p>The traffic calming scheme on Lexham Gardens has been proposed as part of the NCIL funding programme, and there is no threshold for NCIL-funded speed reduction schemes. However, recorded speeds were higher than we would typically see on traffic-calmed roads, so officers consider that road humps would have a discernible and measurable impact on speeds.</p> <p>Traffic speed and volume surveys were carried out in July 2022 on the western arm of Lexham Gardens, using automatic traffic counters (ATC). The average 85<sup>th</sup> percentile speeds (the speed at which or below 85 percent of traffic travels - the metric used by the police and councils when assessing speed limits) were found to be between 25mph and 26 mph.</p> <p>ATC surveys from October 2021 on the eastern arm, recorded 85<sup>th</sup> percentile speeds in the eastbound direction of nearly 28mph. This is among some of the higher speeds recorded in residential streets in Kensington and Chelsea and previous experience shows that speeds could be reduced to nearer 20mph by the introduction of road humps.</p>		

A speed indicator device (SID) was installed on the eastern arm of Lexham Gardens for eastbound traffic. While the speed indicator device has recorded 85<sup>th</sup> percentile speeds around 23 mph, these figures are not a fully comparable dataset. The SID has shown speeds are gradually increasing over time.

The NCIL programme is a community-led initiative, so the view of local residents is the main factor behind the introduction of the schemes, and in this case, 12 of the respondents stated explicitly that they feel some people drive at excessive speeds along one or both arms of Lexham Gardens.

2	Waste of taxpayers' money and/or the money should be used on other Council work.	17 (2*)
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Response:

NCIL funding is ring-fenced to schemes proposed by local residents. In this case the application was made by a resident of Lexham Gardens. The application was reviewed and approved by ward councillors, subject to the outcome of the consultation.

If this traffic calming scheme does not go ahead after consultation, the remaining funds will be returned to Abingdon ward's NCIL allocation for the next round of NCIL applications.

*\*Comment from two 'Support in part' responses.*

3	Road humps will cause an increase in noise from vehicles.	12 (3*)
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Response:

The Council is proposing to install sinusoidal road humps, which have a smoother profile than standard round-topped road humps. The sinusoidal road humps have been shown to be significantly quieter than standard round-topped road humps and they are also more comfortable to pass over, when driving at an appropriate speed. However, commercial traffic with loose loads may still generate some noise when travelling over the road humps.

With regards to the concern that the humps may encourage drivers to brake heavily then accelerate hard at each hump, the humps are spaced less than 60 metres apart, as recommended by national guidance for roads with a 20 mph speed limit. Keeping the spacing between the humps at less than 60 metres encourages drivers to maintain a consistent speed, rather than accelerating and braking between each hump.

*\*Comment from two 'Support' or 'Support in part' responses.*

4	The humps will cause more emissions and pollution from vehicles.	10 (2*)
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Response:

In 2001 the Transport Research Laboratory published a report into the findings of a three-year study investigating the impacts of traffic calming measures on vehicle exhaust emissions. It concluded that while road humps may increase exhaust emissions, the dis-benefits are offset by reductions in vehicle speeds and improved road safety. It also concluded that in most cases road humps are installed on

relatively low trafficked residential roads (as is the case for Lexham Gardens), so any increase in exhaust emissions is unlikely to reduce air quality to an unacceptable level.

We acknowledge the TRL report is 23 years old but since its publication 20mph speed limits have been widely adopted across London and the sinusoidal road hump design is much more common. Those factors mean it is unlikely that the emissions from vehicles driving over road humps would have increased since the time of the report.

Most studies agree that the effect of slower speeds on exhaust emissions depends on the vehicle type, the nature of the road and driving style. The proposed road humps are spaced and shaped to encourage a steady driving speed and minimise accelerating and braking (two of the significant causes of increased emissions). A steady driving speed, with minimal acceleration and braking results in lower emissions.

*\*Comment from two 'Support in part' responses.*

5	The humps are not necessary on the north side of the Gardens.	6 (3*)
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Response:

A single hump was proposed on the north side of the Gardens to discourage drivers from diverting along that section of the road to avoid the two humps on the southern side of the Gardens.

However, the single hump on the northern side could be left out, and the situation monitored, then introduced at a later date if necessary.

*\*Comment from three 'Support in part' responses.*

6	Road humps are inconvenient for residents.	2 (2*)
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Response:

It is accepted that few drivers relish driving over road humps, and residents will be more inconvenienced than drivers who can avoid them. Our experience has been that where humps have been installed, we receive few if any complaints about them from local residents. However the profile and spacing of the road humps encourage drivers to proceed at or below 20mph, which is the posted speed limit. There is unlikely to be any measurable delay to drivers using Lexham Gardens, assuming they observed the 20mph speed limit. The shape of the road humps also mean they are more comfortable to drive over than round topped humps, when drivers negotiate them at an appropriate speed.

*\*Comment from two 'Support in part' responses.*

7	Road humps will cause problems for cyclists, scooters and mopeds.	5
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Response:

The profile of the road humps should not cause any problems for riders of two wheeled vehicles, assuming they negotiate the humps at an appropriate speed.

Their sinusoidal profile also provides a more comfortable ride for cyclists than regular round topped humps.

8	There are too many road humps or they are positioned badly.	2 (3*)
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Response:

See response to objection item 5 with regards to the single proposed hump on the northern side of the Gardens.

For the remaining humps, national design guidance recommends that road humps be spaced at no more than 60 to 70 metres apart or from a speed reducing feature on roads with a 20mph speed limit.

The layout of Lexham Gardens means that the hump spacing does need to vary in places to avoid driveways, junctions or utility covers in the road. But for the most part, the humps are spaced at approximately 60 metres apart or from a speed reducing feature, such as the sharp bend at the eastern end of the road.

*\*Comment from three 'Support in part' responses.*

9	Why is this scheme being considered when it was only proposed by one resident.	4
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Response:

All residents of the borough can apply for NCIL funding. The applications are thoroughly reviewed by Council officers, before the final funding decision is taken by the relevant ward councillors.

If the scheme affects the wider community their views are sought through a resident consultation, as is the case with this scheme.

10	The humps will cause congestion on Lexham Gardens.	3
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Response:

See response to objection item 6.

11	The construction of the humps will be disruptive.	3
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Response:

Each arm of Lexham Gardens may need to be closed while the humps are being installed, and some parking may need to be suspended, but the works should be completed in one or two days, and any disruption will be kept to a minimum.

12	The speed indicator device is effective at slowing drivers down, so no further measures are needed.	3
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Response:

See response to objection item 1.

13	The humps will cause more wear and tear to vehicles or may damage them.	3
<p>Response:</p> <p>In 2004 TRL carried out a study into the impact of road humps on vehicles and their occupants and concluded that their tests did not show evidence of any vehicle damage from the humps or significant and permanent changes to the vehicle's suspension systems.</p> <p>The Council has had one claim made against it since 2020 for damage to a vehicle which the claimant stated was caused by passing over a sinusoidal road hump. The claim was unsuccessful and rejected.</p>		
14	The humps will cause drivers to divert to neighbouring streets, causing more congestion on them.	2
<p>Response:</p> <p>The alternative east/west roads to Lexham Gardens are Stratford Road or the Cromwell Road red route.</p> <p>Heading west, the junction of Stratford Road with Earls Court Road is controlled by traffic lights and as the junction of Lexham Gardens and Earls Court Road is not controlled by traffic lights, it is unlikely that drivers will choose to divert along Stratford Road.</p> <p>Heading east, if drivers do decide to divert away from Lexham Gardens, because of the road humps, they will most likely use Cromwell Road and by extension Marloes Road. However, the volume of drivers choosing a different route is likely to be relatively small and not noticeable on the adjacent roads.</p>		
15	Install speed cameras or other traffic calming measures to slow traffic, rather than road humps.	2
<p>Response:</p> <p>The council has no powers to install speed cameras or enforce speed limits. Only the Metropolitan Police Service, in partnership with Transport for London, can enforce speed limits by camera. They deploy speed cameras based on specific killed and seriously injured road casualty criteria which thankfully are not met in Lexham Gardens.</p> <p>Road humps are the most effective and cost-efficient way to reduce vehicle speeds, and the NCIL funding application is to consider road humps, rather than 'horizontal' traffic calming measures such as footway buildouts and chicanes. Horizontal traffic calming is not very effective at slowing down motorcycles or mopeds.</p>		

16	The humps will create difficulties when parking or reduce the number of parking spaces.	2
<p>Response:</p> <p>There will be no reduction in the amount of parking, or change to the position of the parking bays, as part of these proposals.</p> <p>On roads where there are parallel parking bays the Council installs road humps across almost the full width of the carriageway with a 300mm channel on either side to allow for drainage. If the parallel parking bays are empty drivers are still required to slow for the road hump, otherwise they may try to maintain their speed and drive into the parallel bay to avoid the hump.</p> <p>It will still be possible to park in the bays over the road humps, and the benefit of reduced vehicle speeds, even when the bays are empty, is felt to outweigh any slight inconvenience when parking.</p>		

### 3. Ward Councillors Comments

- 3.1 Abingdon ward councillors, Sarah Addenbrooke, Anne Cyron and James Husband, agree with the recommendation to proceed with road humps on the eastern arm of Lexham Gardens only, excluding the one-way loop to the north of the garden and to also exclude the western arm of Lexham Gardens, where a majority were opposed.

### 4. Conclusion

- 4.1 Officers have considered the comments received and, while there was support overall for the scheme, it was not evenly spread along Lexham Gardens. The eastern arm of Lexham Gardens does appear to have support, so officers will **recommend to the Director of Highway and Regulatory Services that the scheme is taken forward on the eastern arm of Lexham Gardens with the omission of the road hump on the northern side of the gardens.**
- 4.2 There was less support for road humps from residents on the western side of Lexham Gardens, so officers **recommend to the Director that road humps are only taken forward on the western section of Lexham Gardens if ward councillors agree to them. Officers consider that, while we consulted on the road humps as one scheme, it is feasible to implement humps in either part of Lexham Gardens.**

## **Appendix 1**

**Responses received for “Lexham Gardens (east and west arms) - Proposed sinusoidal road hump traffic calming” consultation**

(see attached document)



## **Appendix 2**

### **Lexham Gardens Traffic Calming Consultation Plan**

(See attached document)

## **Appendix 3**

### **Lexham Gardens Traffic Calming Consultation Letter Text**

Dear Resident / Occupier,

#### **Lexham Gardens - Proposed sinusoidal road hump traffic calming**

Following a successful application for Neighbourhood Community Infrastructure Levy (NCIL) funding by a resident of Lexham Gardens to introduce traffic calming in all arms of Lexham Gardens, the Council is now seeking the views of local residents on the proposals.

A portion of the Community Infrastructure Levy (CIL) is allocated to local priorities; this is called Neighbourhood CIL (NCIL). This is a fund the Council collects from developers and is required to be spent in consultation with local communities in each ward.

The successful NCIL application requested the following measures:

- Traffic calming using sinusoidal road humps to reduce traffic speeds.

Abingdon ward Councillors Sarah Addenbrooke, Anne Cyron and James Husband supported the application and subsequently approved the proposal for consultation.

#### **Sinusoidal Road Humps**

The proposal is to install ten sinusoidal road humps in Lexham Gardens. The approximate positions of the road humps and associated signs are shown on the enclosed plan.

Road humps with a sinusoidal profile minimise the potential impact noise of vehicles, particularly larger ones, passing over them. The profile also provides a more comfortable ride for cyclists. The sinusoidal profile is now the preferred standard for road humps in the Borough.

It is important to avoid leaving large gaps between humps, as this can lead to drivers accelerating between them and then braking hard. The humps proposed are between 50 and 60 metres apart, to encourage drivers to keep to a consistent speed as they negotiate them, thereby minimising any associated noise and emissions. The spacing of the humps will vary slightly as they need to be placed away from metal covers in the road and residents' driveways.

You can view examples of recently installed sinusoidal road humps in Drayton Gardens SW10 and Hogarth Road SW5.

## Have Your Say

Your Councillors are keen to hear your views, so this is the chance for you to have your say on these proposals.

If you would like to **support** or **object** to these proposals, or make any other comments about them, please visit the Councils' consultation website and complete the short survey at: <https://consult.rbkc.gov.uk/communities/lexham-gardens> or scan the QR code below, by **22 June 2024**.



The Council's Director for Transport and Regulatory Services will consider all the comments received, in consultation with Abingdon ward Councillors and the Lead Member for Planning and Public Realm, before deciding on whether to proceed.

If you have any queries or require further information, please write to [traffic@rbkc.gov.uk](mailto:traffic@rbkc.gov.uk) or call Allan Evans on 07816 991 973.

Yours faithfully,