

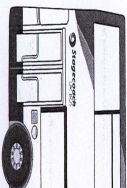


Stagcoach EAST MIDLANDS

Our ref: 3 JC

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23 December 2005

Dear Mr Broadhead

RE: PROPOSED TRAFFIC CALMING - YOUR REFERENCE BSO/1833

Please accept this letter as my objection to the proposals that you are putting forward for the introduction of traffic calming measures along Green Arbour Road, Thurcroft.

Whilst I appreciate that you have selected 'cushions' as traffic calming measures which will undoubtedly be hailed as having the benefit of providing public transport with the ability to straddle such objects and thus negotiate the available road space without hindrance from these vertical deflections, it is nonetheless my opinion that where indiscriminate parking takes place within the vicinity of such traffic calming measures, the benefit that we would normally enjoy as a public transport service provider will quite quickly disappear.

In this instance, it would be my preference to see traffic calming measures introduced that did not require the use of vertical deflections in order to reduce the speed of traffic and to that end, if these comments are to be considered seriously then I would propose that the whole situation of speed reduction on Green Arbour Road is reviewed with a view to introducing a suitable device more suited to speed reduction without the potential for driver/passenger injury. I would be interested to know whether speed cushions were selected simply for their cost or suitability.

At this stage I have no desire to put to print (chapter and verse) the many personal injury claims that vertical deflections are costing bus companies up and down the length of this country and instead it is therefore my plea to you now to seriously consider whether Thurcroft truly warrants a speed reduction scheme installing and if you conclude that it does then I would ask you to look at the many and varied options that exist without simply electing to use a low cost (relatively speaking) physical deterrent.