

ABBOTSBURY GARDENS, EASTCOTE - PETITION REQUESTING A CHANGE OF SPEED LIMIT TO 20 MPH

Cabinet Member(s)	Councillor Jonathan Bianco
Cabinet Portfolio(s)	Cabinet Member for Property, Highways and Transport
Officer Contact(s)	Steven Austin – Place Directorate
Papers with report	Appendix A – Location plan

HEADLINES

Summary	To inform the Cabinet Member that a petition has been received requesting that the Council reduces the speed limit in Abbotsbury Gardens, Eastcote from 30 mph to 20 mph.
Putting our Residents First	This report supports the Council objective of Our People. The request can be considered as part of the Council’s annual programme of road safety initiatives.
Financial Cost	Should speed and traffic surveys be commissioned, costs will be c.£90 per location, funded within existing Transportation Service revenue budgets.
Relevant Select Committee	Property, Highways and Transport Select Committee
Relevant Ward(s)	Eastcote Ward

RECOMMENDATIONS

That the Cabinet Member for Property, Highways and Transport:

- 1. Meets with petitioners and listens to their request to reduce the speed limit in Abbotsbury Gardens to 20 mph.**
- 2. Subject to the outcome of the above, asks officers to commission independent 24/7 traffic and speed surveys on Abbotsbury Gardens at locations agreed with petitioners and ward councillors, and to report back to the Cabinet Member on the outcome.**

Reasons for recommendations

The Petition Hearing will provide a valuable opportunity to hear directly from the petitioners of their concerns and suggestions.

Alternative options considered / risk management

None at this stage.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

1. A petition with 72 valid signatures signed by residents of Abbotsbury Gardens, Eastcote has been submitted to the Council under the following heading:

"Reduce the speed limit on Abbotsbury Gardens from 30 mph to 20 mph to bring it in line with the adjacent high street, Field End Road."

2. In an accompanying statement later submitted by the lead petitioner, they helpfully provided the following additional information:

"The signage at the end of Abbotsbury Gardens at the junction with Field End Road is changed to reflect the changed speed limit 20 mph, a new sign is added at the beginning of the road at the junction with Rushdene Road, 20 mph is painted onto the road surface at strategic points along Abbotsbury Gardens.

No speed bumps or other traffic calming issues in the road surface are proposed".

In effect, it would appear that petitioners are requesting a 'signs only' 20 mph speed limit.

3. Abbotsbury Gardens is a mainly residential road close to Eastcote Town Centre, the Metropolitan and Piccadilly Lines Underground Station, schools, and other local amenities. As Abbotsbury Gardens is location within a short walking distance from the town centre, the road benefits from a Parking Management Scheme operational Monday to Saturday 9am to 5pm. A location plan is attached as Appendix A.
4. As mentioned in the petition, Field End Road between Eastcote Station and Deane Croft Road benefits from a 20-mph zone. Additionally, there is a further 20 mph zone on nearby Cannonbury Avenue, located within the London Borough of Harrow, which it is understood was introduced due to the close proximity of the entrances to Cannon Lane Primary School.
5. As the Cabinet Member will be aware, the introduction of 20 mph speed limits and 20 mph zones is subject to national legislation and guidance and while the use of such measures is increasingly common, there are criteria which the Council as the Highway Authority need to consider when assessing their use.

6. At this point it may be helpful to provide a brief explanation on the difference between a 20-mph speed limit and 20 mph zone.

20 mph Zones:

7. 20 mph zones use traffic calming measures to reduce the negative impact traffic speeds and in some cases traffic volumes have on built up areas. The principle is that traffic calming measures reduce traffic speeds to below the limit and are 'self-enforcing'. A wide range of physical measures can be considered to achieve this which can include, vertical deflections, horizontal deflections, road narrowing and central islands.
8. 20 mph zones are mainly used in urban areas such as town centres like Eastcote, residential areas where there is high pedestrian or cyclist traffic, in the vicinity of schools, or around shops, markets and playgrounds.

20 mph Speed Limits:

9. 20 mph speed limits are in the main, signed-only and are therefore most appropriate where vehicle speeds are already low.
10. Generally, a 20-mph speed limit will only be considered where the mean speed is already at 24 mph or below as research by the Transport Research Laboratory (TRL) found that by using signed-only 20 mph speed limits, only led to a speed reduction of 1 mph.
11. It is clear from this well supported petition that residents are concerned with vehicle speeds. In light of the testimony made by residents, not only through the petition, but also during the meeting, the Cabinet Member may be minded to instruct officers to commission independent 24/7 speed and traffic surveys in both roads at locations agreed with petitioners and ward councillors.
12. As the Cabinet Member will be aware, independent traffic surveys are a reliable and well-established means to understand the real situation on the ground. The surveys generally use specialist equipment, including pneumatic tubes which are mounted temporarily on the road surface, fitted transversely across the whole width of the carriageway. These devices are installed for a period of at least a week to ten days and monitor traffic movements on a '24/7' basis. The equipment is sufficiently sophisticated that not only can it record traffic speeds at any given time, but it also records the size and type of vehicle, from motorcycles to large multi-axled lorries.
13. In the meantime, as the Cabinet Member will be aware, it is vitally important for residents concerned about speeding in their road to approach the Metropolitan Police, which remains the only body able to actually enforce against excess speeds. This is because the offences concerned are enforceable, with possible penalty charges and points on a driver's licence; whilst the Council can explore the potential for some form of speed reduction measures on street as the petitioners have requested, the Police are potential allies in the battle against inconsiderate driving.
14. At the same time, however, the Police also point to the need for speed limits to be appropriate to the nature of the road and are reluctant to support some cases where they

feel that more changes may be needed than a simple alteration in the signage; they cite a document called "the National Police Chiefs Council, Speed Enforcement Policy Guidelines 2011-2015", which is still current.

15. In conclusion, therefore, the Cabinet Member may wish to meet the petitioners and hear their testimony, supported as appropriate by their local ward councillors, and to then consider the technical advice and recommendations set out in this report.

Financial Implications

If the Cabinet Member agrees to undertake independent speed and traffic surveys, the cost is usually in the region of £90 per location, which will be managed within the Transportation Service's existing revenue budgets. If works are subsequently required, funding would need to be identified from a suitable source.

RESIDENT BENEFIT & CONSULTATION

The benefit or impact upon Hillingdon residents, service users and communities?

To allow the Cabinet Member to consider the petitioners' request.

Consultation carried out or required

None at this stage.

CORPORATE CONSIDERATIONS

Corporate Finance

Corporate Finance has reviewed the recommendations in this report and concurs with the financial implications as set out above.

Legal

The Borough Solicitor confirms that there are no specific legal implications arising from this report.

Infrastructure / Asset Management

None at this stage.

Comments from other relevant service areas

None at this stage.

BACKGROUND PAPERS

Petition received.

TITLE OF ANY APPENDICES


Appendix A – Location plan



Abbotsbury Gardens, Eastcote Location plan

Appendix A

January 2024
Scale 1:4,500

 Boundary with the the London Borough of Harrow

