

HIGH ROAD, EASTCOTE - PETITION REQUESTING A "SPEED HUMP"

Cabinet Member(s)	Cllr Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation & Recycling
Officer Contact(s)	Caroline Haywood, Residents Services
Papers with report	Appendix A

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that a petition has been received asking for a "speed hump" in High Road, Eastcote.
Contribution to our plans and strategies	The request can be considered as part of the Council's annual programme of road safety initiatives.
Financial Cost	There are no financial implications in relation to the recommendations to this report.
Relevant Policy Overview Committee	Residents' & Environmental Services
Ward(s) affected	Northwood Hills

2. RECOMMENDATION

Meeting with the petitioners, the Cabinet Member agrees to:

- 1. Discuss their request for traffic calming measures.**
- 2. Subject to the outcome of the above, asks officers to arrange a speed and vehicle survey at locations suggested by the petitioners and reports the results back to the Cabinet Member and local Ward Councillors.**
- 3. Subject to 1 and 2, asks officers to undertake further investigations under the Road Safety Programme and report back to him.**

Reasons for recommendation

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

Alternative options considered / risk management

These can be identified from the proposed detailed discussions with the petitioners.

PART I – MEMBERS, PUBLIC AND PRESS

Policy Overview Committee comments

None at this stage.

4. INFORMATION

Supporting Information

1 A two part petition with 21 signatures has been submitted to the Council from residents of Larkswood Rise and High Road Eastcote requesting an additional "speed hump" on High Road Eastcote close to the junction with Larkswood Rise.

2 Larkswood Rise is a quiet residential Cul-de-sac with access onto High Road Eastcote, which leads into Cuckoo Hill, which already benefits from an existing 20mph speed limit and raised tables. The traffic calming scheme on Cuckoo Hill starts at Larkswood Rise and leads up to the Borough boundary with Harrow Council and was implemented in February 2013. Both Larkswood Rise and High Road Eastcote fall within Northwood Hills Ward. A plan of the area is shown on Appendix A.

3 In a covering letter attached to the petition the lead petitioner states *"Please find the signatures of all the people that have signed the form you sent me, they all agree we should have an extra hump put in near our turning, which is Larkswood Rise. When you come out of our cul-de-sac, there is a blind spot as the bend on the road dips in and you cannot see the oncoming traffic, it is very dangerous. A few weeks ago I was almost killed when a car came round this bend at about 40 - 50 mph, although there is a speed reduction, nobody takes any notice of it. Please could you consider this letter very seriously and do something about it."*

4 In order to assist with investigations concerning the speed of vehicles, it is suggested that the Cabinet Member may be minded to ask officers to commission independent 24 hour / 7 day vehicle speed and traffic surveys at locations agreed by the petitioners and relevant Ward Councillors.

5 These surveys could take the form of Automatic Traffic Counters (ATCs) which as the Cabinet Member will know, are pairs of rubber tubes laid across the carriageway and attached to a road-side data recorder. These types of surveys are the most reliable means of measuring traffic volumes, types and speeds over a 24-hour, seven day a week basis. The data captured would inform any possible options to address vehicle speeds if this is found to be a problem.

6 The Cabinet Member will be aware that the Council has previously undertaken independent speed surveys in High Road Eastcote in September 2013. The results of this survey showed between Catlins Lane and Larkswood Rise the 85th percentile speed westbound was 29mph and eastbound was 32mph. The so-called "85th percentile speed" is a statistical value, which represents a speed at or below, which all vehicles were found to be travelling as part of a survey. This is a nationally recognised method of assessing traffic speeds as it effectively refers to the majority of traffic movements. These results could be compared with any future surveys.

7 As the Cabinet Member is aware the Council does not implement "speed humps", however, the nearby traffic calming measures that take the form of speed tables in Cuckoo Hill have been proven successful in reducing traffic speeds and collisions on this road. This could be an option at this location subject to the results of the speed and traffic survey.

8 It is therefore recommended that the Cabinet Member meets the petitioners and listens to their concerns and decides if this request should be added to the Council's Road Safety Programme for further investigation.

Financial Implications

There are no financial implications associated with the recommendations to this report. If after further investigation any measures are subsequently approved by the Council, funding would need to be identified from a suitable source

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member an opportunity to discuss in detail with petitioners their concerns.

Consultation Carried Out or Required

None at this stage.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and confirms that there are no direct financial implications arising from the recommendations above.

Legal

There are no special legal implications with the Cabinet Member meeting and discussing with petitioners their request concerning traffic calming measures in High Road, Eastcote and to consider recommendations 1 to 3 above.

A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage. Fairness and natural justice requires that there must be no predetermination of a decision in advance of any wider non-statutory consultation.

In considering any informal consultation responses, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer recommendation. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

Should there be a decision that further measures are to be considered then the relevant

statutory provisions will have to be identified and considered.

Corporate Property and Construction

There are no property implications resulting from the recommendations set out in this report.

6. BACKGROUND PAPERS

None.