

SEDLEY GROVE, HAREFIELD – PETITION REQUESTING THE INSTALLATION OF SPEED RAMPS AND BOLLARDS

Cabinet Member	Councillor Keith Burrows
Cabinet Portfolio	Planning and Transportation
Officer Contact	Caroline Haywood, Environment and Consumer Protection
Papers with report	Appendix A

HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that a petition has been received from residents of Sedley Grove and commuters requesting the installation of speed ramps and bollards in Church Hill.
Contribution to our plans and strategies	The request will be considered with in the Council's Road Safety Programme.
Financial Cost	The funding for the speed and volume surveys could be obtained from the Council's Road Safety Programme at an estimated cost of £400.
Relevant Policy Overview Committee	Residents' and Environmental Services
Ward(s) affected	Harefield

RECOMMENDATION

That the Cabinet Member:

1. Notes the petition and the request for measures to address the speeding traffic in Church Hill and listens to the concerns of the petitioners;
2. Asks officers to conduct a 24 hour/seven day speed and volume survey in Church Hill and report back;
3. Instruct officers to liaise with the Harefield Safer Neighbourhood Team to monitor the site; and
4. Subject to the concerns raised by petitioners and the results of the survey, considers instructing officers to conduct further investigations into possible traffic calming measures under the Road Safety Programme.

INFORMATION

Reasons for recommendation

The petitioners are concerned with the speed of vehicles in their road. The recommendations will explore the extent of their concerns and look at possible solutions to mitigate these concerns.

Alternative options considered

No other options have been considered, as the recommendations ask officers to gather further information before considering feasible solutions.

Comments of Policy Overview Committee(s)

None at this stage.

Supporting Information

1. The Council has received two petitions comprising a total of 57 signatures from the residents of Sedley Grove as well as a number of commuters. The petitioners are requesting the installation of bollards and speed ramps to reduce vehicle speeds.
2. The petitioners state that: *'This has been signed in the hope that some form of traffic calming measures can be implemented on this stretch of road, as there have been serious accidents resulting in a very serious injury to a pedestrian... There has also been extensive damage to peoples property from vehicles over the years, including one this year which destroyed 5 fences and two sheds.'*
3. Sedley Grove and Church Hill are situated within Harefield Ward. Church Hill is a fairly long road on a hill, which bends in this section of the road before it joins Harvil Road. Church Hill and Sedley Grove are residential in nature. Sedley Grove is off Broadwater Lane and the rear gardens of No 9 – 17 and No 32 – 43 Sedley Grove back on to Church Hill, as shown on Appendix A. There is an existing speed camera just north of Broadwater Lane and the Council has recently installed a pedestrian refuge just north of Priors Gardens to aid people using the bus stop. Church Hill has a high flow of traffic and is the main route between Uxbridge and Harefield village. Church Hill is also the route for the U9 and 331 buses.
4. The Cabinet Member will be aware that the Council does not introduce road humps because of the level of objection both from the bus operators and the emergency services, whose response times can be seriously affected by such features.
5. The police reported personal injury accident data records for the 36 months period ending in December 2008 shows there have been two accidents in Church Hill between Broadwater Lane and Priors Avenue. Both were slight (as opposed to 'Killed or Seriously Injured') accidents and one involved a lone vehicle losing control.
6. Funding for traffic calming schemes where there is a high level of accidents is generally allocated by Transport for London (TfL). Their funding allocation is based on accident data and one of the criteria is six or more police reported personal injury accidents at the

site of the proposed scheme. Church Hill with two personal injury accidents therefore does not meet the TfL criteria.

7. The Cabinet Member will also be aware that the Council operates a Road Safety Programme, funded from the Council's own capital reserves, and this programme allows the Council to explore road safety measures which fall outside the TfL criteria. The Cabinet Member may therefore wish to consider including Church Hill within that programme for further study once he has heard the concerns of the petitioners.
8. The Cabinet Member will wish to hear the views of the petitioners and, subject to that, may wish to approve a 24 hour/seven day speed and volume survey in Church Hill as part of the Road Safety Programme.
9. The Cabinet Member will be further aware that officers are in regular communication with counterparts within the Police 'Safer Neighbourhood Team' who are able to investigate issues of community concern and share their findings with the Council. This report will be shared with the Harefield SNT and their input further sought in the development of any measures deemed appropriate under the Road Safety Programme.

Financial Implications

The funding for the speed and volume surveys will be met from the Council's Road Safety Programme budget at an estimated cost of £400.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

The recommendations will identify the extent of the petitioners concerns and look at possible solutions to mitigate these concerns.

Consultation Carried Out or Required

No further consultations have been carried out as a result of this petition.

CORPORATE IMPLICATIONS

Legal

The report identifies that it is necessary to explore the practical options available to the Council. The identification and use of any specific powers would be considered with officers after the Council identifies the outcome of any review.

BACKGROUND PAPERS

Petition received: 14th October 2008.

APPENDIX A

