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Extension : x5147

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Committee : Highways Committee

Above **Below**

Date : 3rd June 2003

Confidential Line

Report Title :	PETITION RELATING TO SPEEDING TRAFFIC ON CENTRAL ROAD, SUDBURY
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Consultation : Please note that TEN Working Days should normally be allowed for both internal department and external consultation. If no comments are received by that time, it will be assumed that the report is agreed.

Draft sent to	Date	Agreed by	Date	Notes

List of attachments

File Names	Version / Date Drafted	Notes

LONDON BOROUGH OF BRENT

HIGHWAYS COMMITTEE - 3rd June 2003

REPORT NO : 1/03 FROM THE DIRECTOR OF ENVIRONMENTAL SERVICES

FOR ACTION

NAME OF WARD
Sudbury

PETITION RELATING TO SPEEDING TRAFFIC ON CENTRAL ROAD, SUDBURY

1.0 SUMMARY

1.1 This report informs Members that a petition has been received by the Council from local residents concerning the speed of traffic in Central Road, Sudbury

2.0 RECOMMENDATIONS

2.1 That the Committee notes the contents of the petition and the issues raised.

2.2 That the Committee notes the investigations undertaken by officers.

2.3 That Committee agrees to investigations being undertaken to develop low cost engineering measures to address road safety issues.

3.0 FINANCIAL IMPLICATIONS

3.1 The cost of investigations and implementation of any low cost engineering measures developed in relation to the petition could be accommodated within the Transportation Service Unit revenue budget for 2003/04.

4.0 LEGAL IMPLICATIONS

4.1 The low cost engineering measures to be given consideration would not include any traffic restrictions requiring the use of powers contained in the Road Traffic Regulation Act 1984 or the Highways Act 1980.

5.0 ENVIRONMENTAL IMPLICATIONS

5.1 The introduction of low cost traffic engineering measures such as traffic signing and road markings could help to improve road safety for all road users in the area.

6.0 STAFFING IMPLICATIONS

6.1 The Council's Transportation Service Unit will deal with all issues relating to the petition.

7.0 BACKGROUND

- 7.1 A petition was delivered by hand in April 2003 to the Transportation Unit concerning traffic conditions on Central Road. The petition has been checked and did meet the Council's standing orders requirement for 50 signatures for it to be placed before this Committee. The petition states that *"We the residents of Central Road, Wembley, hereby request the Council to install speed breakers on this road in order to restrict residents and visitors driving over the speed limit. Recently, far too many accidents have occurred on this road due to excessive speeding. Taking into account the safety of the residents and especially children and the elderly, your immediate action to this request will be much appreciated by all the under signed. "*
- 7.2 Central Road is a residential road which forms part of a small estate with District Road. The estate is not a through route and traffic is confined to journeys generated locally within the estate. Appendix A shows a location plan.
- 7.3 A detailed accident analysis was undertaken of all the personal injury accidents that have occurred in Central Road within the last three years. A three-year period of study is the standard nationally, by which traffic engineers assess the frequency of road accidents and identify particular accident trends for the purpose of assessing road safety and for making comparisons with other areas. This revealed that there were no personal injury accidents in any part of Central.
- 7.4 A speed survey using a hand held radar gun was undertaken during off peak week day periods in Central Road to assess vehicle speeds. Off peak times are chosen because there is less traffic at these times and it is possible to evaluate the speed at which traffic prefers to travel when traffic conditions are not congested and generally free flowing. The vehicle speeds recorded were mainly within the speed limit and considered to be quite low when compared with other similar roads within the borough. The eighty fifth percentile speeds recorded were 27mph (eastbound) and 25 mph (westbound). The eighty fifth percentile speed represents the highest speed recorded when excluding the highest 15% of the sample and is the standard nationally, by which traffic engineers assess the representative speed of traffic in a road and safety implications.
- 7.5 In the light of these facts the case for a traffic calming scheme in Central Road has not been made. It should be considered that the key aim of road safety schemes is to reduce the number of personal injury accidents and this is an important objective of the Environment Service Development Plan (Promoting Quality Of Life And The Green Agenda – Transforming Transport) which states – *"The Government has set a target to reduce the number of people killed or seriously injured in road accidents by 40% by 2010.....We need to continue to improve targeting both in terms of location and the impact on vulnerable members of the community. Too many children are injured in road traffic accidents, and black children are disproportionately affected. We are analysing the reasons for this so that we can develop effective programmes to reduce the injuries."* Clearly resources need to be targeted at locations which demonstrate problems with road traffic accidents as a priority.

- 7.6 The programme of local safety schemes is funded on the basis of the annual Borough Spending Plan (BSP) submission which sets out the Borough's programme of schemes and priorities. This is submitted to Transport for London, the Mayor for London's transport organisation to seek approval and funding for the programme. The majority of Transportation schemes undertaken by the Council are funded in this way. Schemes are approved by the Mayor for London's office on the basis of this submission meeting the requirements of the Transport Strategy for London. In the case of local safety schemes it is necessary to show the accident reduction potential of the programme in order to receive funding. It would therefore not be possible to include Central Road in the BSP submission as a local safety scheme.
- 7.5 Taking into account the fact that there have been no personal injury accidents and the low recorded speed of vehicles in Central Road it is therefore recommended that investigations be undertaken to develop a package of low cost engineering measures to address the road safety issues highlighted by the petitioners. These measures could involve introducing traffic signs and road markings to highlight hazards and encourage greater awareness from motorists of the road safety problems in this location. These types of improvements can cost in the region of £500 - £1,000 and could be funded from the Transportation Service Unit revenue budget for 2003 /04.

8.0 BACKGROUND INFORMATION

Details of Documents:

Petition and covering letter dated 3/4/03

Any person wishing to inspect the above papers should contact Barry Philips, Traffic Team Leader, Transportation Service Unit, Brent House, 349 High Road, Wembley, Middlesex HA9 6BZ,
Telephone: 0208 937 5147

Richard Saunders
Director of Environment

Petition Relating To Speeding Traffic On Central Road, Sudbury
APPENDIX A



Location Plan (not to scale)

