

ED2. EXECUTIVE DECISIONS BY A CABINET MEMBER OR AN OFFICER

A. Report Title: Removal of speed table on High Road, North Stifford	
B. Report Author(s): Julie Nelder	Tel: 01375-413366 E-mail: jnelderthurrock.gov.uk
C. Decision Maker: Andrew Millard <i>Cllr Neil Rockliffe, Cabinet Member for Highways & Transport</i>	
D. Position held: Head of Strategic Planning and Delivery	
E. Key decision: YES/NO	F. Delegation ref:
G. Is the decision urgent? YES/NO	
H. If yes, state why.	

I. DECISION (strike out whichever does not apply) :	
1. I agree the recommendations in the attached report for the reasons given in the report; OR	
2. *My decision is:	
<i>Implement recommendation 1.1 & 1.3 and also remove the speed table. Therefore to remove table and implement</i>	
*The reason for my decision is: <i>1.1 is not efficient therefore remove table as soon as possible.</i>	
<i>Decision is consistent with para 2.4 in the report.</i>	
* Continue overleaf or on an additional sheet if necessary.	
Signed: <i>N. Rockliffe</i>	Date: <i>9/12/09.</i>

URGENCY

Democratic Services will arrange for the completion of the following:	
J. I confirm that in my opinion a decision on this matter is urgent and cannot reasonably be delayed:	
Signed:	Date:

To be completed by Democratic Services

Date decision received by Dem. Services:	Date decision published:
Implementation date:	
Relevant O & S Committee:	

June 2009		ITEM
Delegated Decision Report		
REMOVAL OF SPEED TABLE ON HIGH ROAD, NORTH STIFFORD		
Portfolio Holder: Cllr Neil Rockliffe – Highways and Transportation		
Wards and communities affected: North Stifford	Key Decision: No	
Accountable Head of Service: Andrew Millard – Head of Strategic Planning and Delivery		
Accountable Director: Bill Newman - Corporate Director of Sustainable Communities		
This report is Public		
Purpose of Report: To consider a petition for the removal of one speed table on High Road, North Stifford.		

EXECUTIVE SUMMARY

The petition requests the removal of a speed table.
The removal of the table will result in increased vehicle speeds through the village.

1. **RECOMMENDATIONS:**
 - 1.1 **As the purpose of implementing the humps and tables was to reduce the number of personal injury accidents that were occurring, it is recommended that the imprint surface of the speed table outside 37/39 High Road be replaced with a smoother black top material to help reduce noise levels.**
 - 1.2 **It is recommended that an additional measure be implemented in between the table in question and Marion Close.**
 - 1.3 **It is further recommended that a speed survey be carried out as detailed in section 3.5.**

2. INTRODUCTION AND BACKGROUND:

- 2.1 A petition containing 12 signatures was received in February 2009 requesting the removal of the speed table outside 37/39 High Road, North Stifford.
- 2.2 In 2001, High Road was identified for treatment under the Accident Investigation and Prevention programme. Measures consisted of a raised junction table at the junction with Marion Close and Sherwood, and one speed table outside No. 37/39 High Road. In 2006 the speed limit was changed and a 20 mph zone was created. Road humps were also implemented beyond Sherwood, towards Pilgrims Lane but are not subject to this report.
- 2.3 Some of the older properties along High Road are of conservational interest as indicated by the Planning Department and are situated close to the carriageway. It is observed that most of the properties have dropped kerb access to their own driveways, which makes locating physical speed control measures difficult.
- 2.4 The reasons given in the petition for the request are as follows;
- That the speed hump does not slow down traffic and disturbs residents' sleep as their bedrooms are at the front of their properties.
 - That residents are unable to open windows at night due to the noise.
 - Debris of nails/cement/etc left by vans when they hit the ramps and lose their loads.
- 2.5 The original traffic calming scheme proposed a set of speed cushions between Marion Close and the speed table outside 37/39. Objections were received during the consultation process and the cushions were therefore not implemented. As a consequence there is a distance of approximately 175 metres between the Marion Close speed table and the speed table outside 37 and 39.
- 2.6 Following the receipt of complaints, an attempt to reduce the noise levels was made in 2006 by re-profiling the approach ramps either side of the speed table outside 37/39 to make them less severe.

3. ISSUES AND/OR OPTIONS:

- 3.1 As referred in section 2.5, there is a gap of 175 metres between Marion Close and the speed table outside 37/39. Department for Transport guidance recommends a spacing of approximately 60 –70 metres between speed cushions/humps in order for the measures to effectively reduce speeding in between the cushions/humps. Consistency with the spacing of measures

within a 20mph Zone is also to ensure that the Zone is self-enforcing. Since this is not applied in this instance, it is felt that the increase in approach speeds, especially when travelling in an easterly direction is contributing to the problem of noise being generated from vehicles approaching the speed table.

- 3.2 If the speed table outside 37/39 is removed as requested, the existing noise generated by vehicles passing over the table will be removed, but the distance between measures in that area will be increased to approximately 250 metres and the 20mph zone will not be self-enforcing. Vehicle speeds are almost certain to increase if the table is removed. It is therefore recommended that if the table is removed, an alternative measure should be provided, preferably to include the whole currently untreated length of 175 metres as well as the additional length that would be created if the table was to be removed. The cost of removing the table is estimated to be around £5,000.
- 3.3 All the speed tables along High Road, North Stifford are constructed with a patterned imprint to the surface. The imprint may be adding to the noise being generated as vehicles pass over the table. It is possible to remove the Imprint material and reconstruct the table using a smooth black top material. This would assist with reducing the noise level of passing vehicles and would not extend the untreated length of road referred to in paragraph 3.2. The cost of carrying out these works is estimated to be around £2,000.
- 3.4 It should be borne in mind that the speed tables/humps were implemented as part of an accident remedial scheme. There have been no personal injury accidents within the last three years along the length of High Road where the humps have been implemented.
- 3.5 In order to ascertain the actual vehicle speeds at present, it would be of benefit to carry out a speed survey. This would also assist in determining an alternative measure should the table be removed. The cost for a speed and traffic count is approximately £500 and should be repeated following the alteration or amendment of a scheme.
- 3.6 As the purpose of implementing the humps and tables was to reduce the number of personal injury accidents that were occurring, it is recommended that the imprint surface of the speed table outside 37/39 High Road is replaced with a smoother black top material to help reduce noise levels. It is further recommended that an additional measure is implemented in between the table in question and Marion Close following a speed and traffic count as detailed in section 3.5.

4. CONSULTATION (including Overview and Scrutiny, if applicable)

5. IMPACT ON CORPORATE POLICIES, PRIORITIES, PERFORMANCE AND COMMUNITY IMPACT

5.1 These actions accord with the Council priorities to create a safer environment

6. IMPLICATIONS

6.1 Financial

Implications verified by: **Michael Jones**
 Telephone and email: **01375 652772**
mxjones@thurrock.gov.uk

The total cost for the completion of works detailed within the report equate to £7,500. This will be managed as part of the budget allocation within the sustainable communities directorate.

6.2 Legal

Implications verified by: **Philip Edge**
 Telephone and email: **01375 652040**
pedge@Thurrock.gov.uk

There are no specific legal implications arising out of the report.

6.3 Diversity and Equality

Implications verified by: **Jane Potheary**
 Telephone and email: **01375 652472**
jpotheary@thurrock.gov.uk

There are no direct diversity implications noted in this report.

6.4 Other implications (where significant) – i.e. Section 17, Risk Assessment, Health Impact Assessment, Sustainability, IT, Environmental

click this box once and type any other implications that are relevant to this report

7. CONCLUSION

7.1 In order to ascertain the actual vehicle speeds at present, it would be of benefit to carry out a speed survey. This would also assist in determining an alternative measure should the table be removed. The cost for a speed and

traffic count is approximately £500 and should be repeated following the alteration or amendment of a scheme.

- 7.2 As the purpose of implementing the humps and tables was to reduce the number of personal injury accidents that were occurring, it is recommended that the imprint surface of the speed table outside 37/39 High Road is replaced with a smoother black top material to help reduce noise levels. It is further recommended that an additional measure is implemented in between the table in question and Marion Close following a speed and traffic count as detailed in section 3.5.

BACKGROUND PAPERS USED IN PREPARING THIS REPORT:

Petition

APPENDICES TO THIS REPORT:

None

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