

## **HARLOW LOCAL HIGHWAYS PANEL – 11 SEPTEMBER 2014 – WRITTEN QUESTIONS FROM MEMBERS OF THE PUBLIC**

### **Question from David Bracey, 8 Churchgate Street, CM17 0JS**

Can the Panel explain why, when the contract was awarded to a company to paint the footpath lampposts recently, the lampposts were not prepared by the gardening department, to remove vegetation, ivy etc. from the lampposts prior to repainting? This resulted in a number of lampposts partially or totally unpainted. Also no lamppost ID numbers have been replaced.

*Verbal response to be provided.*

### **Question from David Bracey, 8 Churchgate Street, CM17 0JS**

Does the Panel know or can they find out who put Road Closure signs out on Friday 29 August in Churchgate Street, then removed same by Wednesday 3 September?

*Verbal response to be provided.*

### **Question from John Wright, Waterhouse Moor Residents Association**

On behalf of the Waterhouse Moor Residents Association (WHMRA) I would like to thank the Highways panel for their prompt action in arranging for comprehensive traffic assessments to be undertaken in our road and for providing us with the substantial data collected from that assessment.

We have studied the data and understand that the results obtained do not meet the criteria necessary for any intervention by either Harlow Council or Essex County Council. However at a recent WHMRA meeting it was unanimously agreed that the level of vehicles travelling in excess of 30mph along our residential road was unacceptable. The survey data indicated that 2.6% of vehicles using Waterhouse Moor were travelling in excess of 30mph. To have 150+ vehicles exceeding the speed limit over the period of a month, potentially 1800 a year is totally unacceptable to us as residents.

In an effort to highlight this situation we have written to the Chief Inspector asking for the help of local police as well as reporting our concerns to the local press.

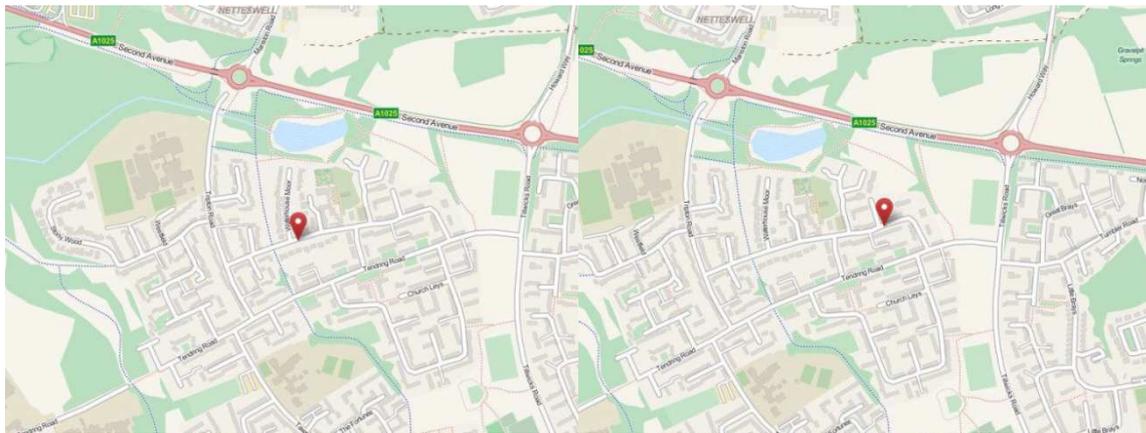
We appreciate that the highways panel has many demands on its time and resources and that the volume and speed of traffic on our road is not of serious concern to you. However as residents, many with young families, we are not prepared to stand back and allow this situation to continue. We believe it is only a matter of time before a serious accident occurs and we would not be serving our community, elderly and frail or our young children if we failed to take steps to solve the speeding problem.

To this end we would ask the panel to consider reducing the speed limit in Waterhouse Moor to 20mph, with the appropriate signage and to implement any

other measures that would influence drivers to reduce their speed. Perhaps SLOW written large on the road? For us, doing nothing is not an option.

### **Response from the Panel:**

The Harlow LHP commissioned two speed surveys in Waterhouse Moor; one at either end of the street as illustrated below. Although there is evidence that a percentage of drivers are not adhering to the limit, the majority of drivers are driving with respect for the 30mph limit and the figures in fact suggest a very positive compliance with the limit and it is the average speed which Essex Highways considers when looking at possible traffic calming measures.



The average speed for the first site on the left was 24.6mph when combining the west and eastbound figures and the second site to the eastern side of Waterhouse Moor was 19mph. This is a very positive outcome for a street which is used as a cut through for traffic using Tripton Road and Tendring Road.

The Department for Transport has recently relaxed the legislation relating to the implementation of 20mph limits allowing local Councils more flexibility with where they are installed, but we still need to maintain some consistency with where they are progressed. Although there is no clear policy on where 20mph limits can be installed, the criteria that needs to be met is for the average speed to not exceed 24mph so this is basically okay with Waterhouse Moor. The speed of the traffic using Waterhouse Moor is within acceptable parameters so it could be argued that there is no justification for reducing the speed limit and introducing an official order and new signage etc when on the whole traffic is driving at respectful speeds anyway.

Is it also unlikely that a 20mph limit would deter traffic from using a particular road so there would be no effect on the volumes of traffic.

It is highly recommended that 20 limits are not installed in isolation meaning that if Waterhouse Moor is considered for a 20 limit then other streets in the vicinity should also be considered. This would lead to blanket 20 orders across the town where it is perhaps more realistic that 20 limits should be considered in the vicinity of schools and other public amenities. It is unlikely that 20 limits could be maintained across all streets without the need to introduce physical measures to slow the traffic down.

As there are no policy reasons why a 20 couldn't be considered it would be for the panel members to decide if an individual request should be considered or if a unified approach for where we do or don't pursue them is adopted.

A possible measure for Waterhouse Moor which could be pursued would be for a one way system to be introduced which would certainly reduce the volume of through traffic but which might not be a popular measure for all residents.