

## Statutory Road Hump Notice Responses

**Proposal Reference Number – R0001**

**Ward – Earls Court**

**Street – Hogarth Road**

**Title of Proposal – Statutory Notice for Road Humps**

### **Proposed road humps**

Four sinusoidal road humps on Hogarth Road:

- i. 2 metres north of the common boundary of Nos. 6 and 8 Hogarth Road;
- ii. 3 metres north-east of the common boundary of Nos. 20 and 22 Hogarth Road;
- iii. 2 metres north-east of the common boundary of Nos. 44 and 46 Hogarth Road; and
- iv. 4 metres north-east of the common boundary of Nos. 58 and 60 Hogarth Road.

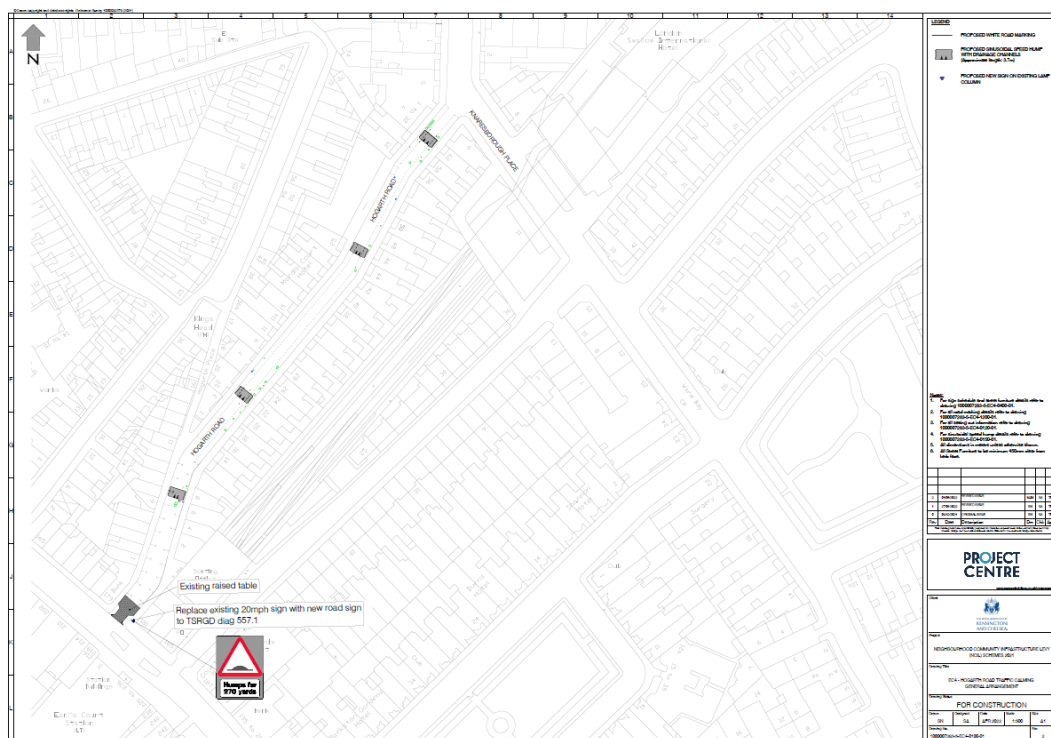
### **Reason for change**

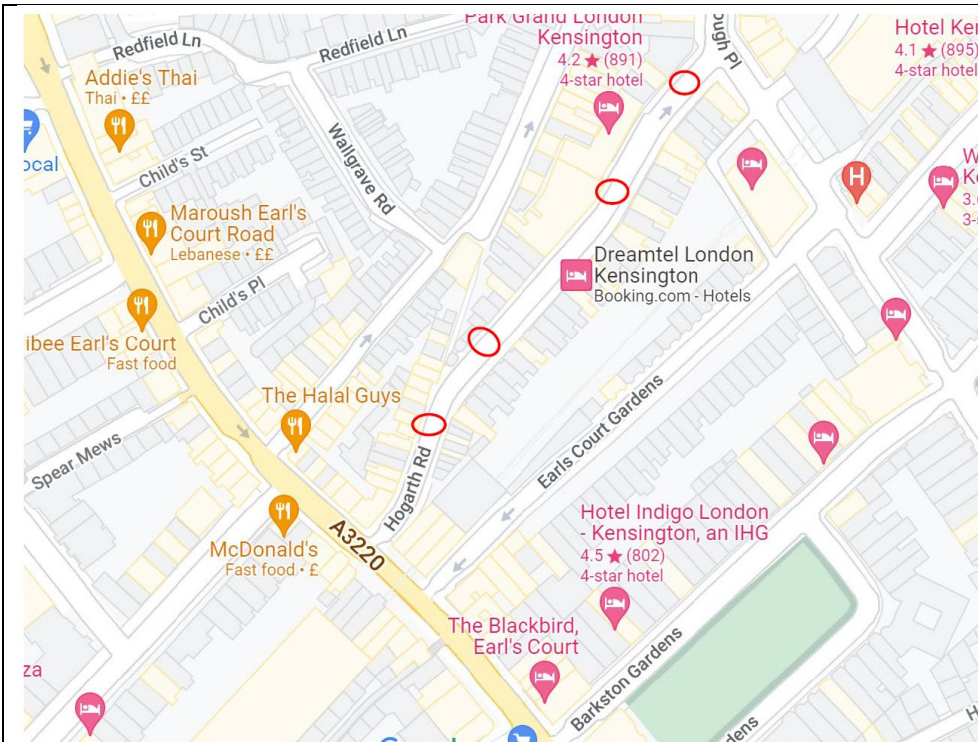
A Hogarth Road resident submitted an NCIL application for traffic calming on Hogarth Road using sinusoidal road humps, as part of the first round of NCIL bidding. The application was subsequently approved by ward councillors. A six-week consultation with residents was undertaken between 17<sup>th</sup> June 2021 and 31<sup>st</sup> July 2021. 17 people responded to the consultation and 88 per cent of those supported the installation of road humps.

### **Other comments**

This report outlines the comments received from the advertisement of the formal notice for the road humps on 15<sup>th</sup> June 2022.

### **Map and plan**





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**Closing date for statutory consultation for proposal -** 6<sup>th</sup> July 2022

**Number of objections received –** One objection

**Reasons for objections**

**Objection**

“I understand from one of my ward councillors that your proposal to install road humps in Hogarth Road follows complaints from residents. Is it public knowledge how many residents have complained? And what are the addresses of these residents?

Hogarth Road is a quiet, curving, relatively short, one-way street with a 20mph speed limit. Has a survey been carried out of how many vehicles per hour on average pass down Hogarth Road? And what the average speed of these vehicles is at various sections of the road?

Road humps are uncomfortable to drive (or cycle) over, stressful, and cause frequent bursts of acceleration and thus increase pollution. They clearly have a purpose on certain roads, but they are now appearing like a rash all over our cities in quiet side streets. It has almost become a fashion to have them.

I am a cyclist, a pedestrian and a bus user, but I don't own a car. I very much sympathise with drivers, and I can hardly think of a less likely location for traffic calming measures than Hogarth Road.

It goes without saying that I believe MCIL funds could be far more prudently spent than this.”

**Council's response to objections**

This road hump scheme is a result of an application for NCIL funding by residents of Hogarth Road to install traffic calming on Hogarth Road that was subsequently approved by Earl's Court ward councillors. The ringfenced NCIL funds are specifically reserved for schemes requested by local residents. As this scheme was a resident-led initiative, it was not subject to our usual policy tests for the installation of road humps, such as a proven history of speeding or personal injury collisions. We have not collected recent data on traffic speeds.

Following the successful application we held a local consultation on the proposed scheme, which involved a letter drop of 330 letters, as well as notices erected along Hogarth Road. 88 per cent of the respondents to the consultation supported the scheme and the decision to proceed was taken by the Lead Member for Planning, Place and Environment, ward Councillors and the Council's Director for Streets and Regulatory Services. Due to General Data Protection Regulations, we cannot release details of those residents who supported the scheme.

Regarding the objector's concerns regarding the road humps, the Council intends to install sinusoidal road humps, which have a smoother profile than 'standard' round topped humps and provide a smoother ride when cycling over them and reduce noise from vehicles. The humps are to be spaced at regular intervals to encourage drivers to maintain a consistent speed along Hogarth Road, rather than accelerate and brake harshly between them.

With regards to the allocation of NCIL funds, should this scheme not go ahead the funds would return to the NCIL funding pot, to be allocated during the next round of NCIL applications.

### **Decision**

Officers recommend that the proposal to install four sinusoidal road humps on Hogarth Road:

- i. 2 metres north of the common boundary of Nos. 6 and 8 Hogarth Road;
- ii. 3 metres north-east of the common boundary of Nos. 20 and 22 Hogarth Road;
- iii. 2 metres north-east of the common boundary of Nos. 44 and 46 Hogarth Road; and
- iv. 4 metres north-east of the common boundary of Nos. 58 and 60 Hogarth Road.

should proceed as originally advertised.

### **Date of decision**