

BLOSSOM WAY, UXBRIDGE - PETITION REQUESTING A 20MPH SPEED LIMIT AND RESTRICTED PARKING

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| Cabinet Member | Cllr Keith Burrows |
| Cabinet Portfolio | Planning and Transportation |
| Officer Contact | Caroline Haywood |
| Papers with report | Appendix A |

HEADLINE INFORMATION

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| Purpose of report | To inform the Cabinet Member that a petition has been received from residents of Blossom Way requesting a 20mph speed limit and restricted parking. |
| Contribution to our plans and strategies | The request can be considered as part of the strategy for on street parking controls and of the Council's annual programme of road safety initiatives. |
| Financial Cost | There are none associated with this report. |
| Relevant Policy Overview Committee | Residents' & Environmental Services |
| Ward(s) affected | Uxbridge North |

RECOMMENDATION

That the Cabinet Member:

- 1. Considers the petitioners' request and discusses with them in detail their concerns with parking and speeding.**
- 2. Subject to the outcome of 1, asks officers to add their request to the parking scheme programme, conduct an informal consultation on options to control the parking as resources allow.**
- 3. Subject to the concerns raised by petitioners asks officers to conduct further investigations into possible traffic calming measures under the Road Safety Programme;**
- 4. Instructs officers to liaise with the local police Safer Neighbourhood Team to establish if there is a pattern to the issues of concern and to share any evidence found.**

INFORMATION

Reasons for recommendation

To allow the Cabinet Member to discuss in detail the concerns of the petitioners.

Alternative options considered / risk management

These can be identified from the discussions with the petitioners.

Supporting Information

1. The Council has received a petition containing 50 signatures from residents of Blossom Way and one resident of Vine Grove.
2. The petitioners state that: *'It is estimated that some of the vehicles achieve a speed of 60mph at least, that coupled with the day long parking restricts residents' vision when accessing their driveways'*
3. Blossom Way is a residential road with 43 properties situated within Uxbridge North Ward. The carriageway in Blossom Way is 7 metres wide and the footway is 1.7 metres wide. Blossom Way has three side roads off it, Vine Grove, Hazelcroft Close and Portman Gardens; a plan of the area is shown on Appendix A.
4. In the petition letter the residents of Blossom Way have stated they do not want speed ramps installed, but have suggested chicanes, blocking one end of Blossom Way, Speed Camera, 20mph speed limit extended from Vine Lane and Parking restrictions for an hour in the morning and an hour in the afternoon.
5. The Council has previously received concerns regarding vehicle speeds and obstructive parking in Blossom Way, which have been investigated as part of the Council's Road Safety Programme.
6. Results from this investigation showed at the time that there was very little parking in Blossom Way and the speed survey showed vehicles were not exceeding the speed limit. The 85% speed north-east bound was 32mph and south-west bound was 33mph, which is well within normal parameters. The 85th percentile speed is the speed at or below which eighty five percent of surveyed traffic is found to be travelling and is the normal statistical tool used in assessment of this kind.
7. However, as the petitioners have suggested, the recent implementation of parking restrictions in The Rise and adjacent roads may have had a knock on effect for Blossom Way.
8. It is suggested therefore that the Cabinet Member discusses with the petitioners their specific concerns with road safety and parking and establishes the basis of any further actions to see if suitable improvements can be identified.



Blossom Way

9. The Cabinet Member will also recall that in the past, liaison with the Police local Safer Neighbourhoods Team (SNT) can be of assistance in collecting evidence of road safety and parking issues, and is therefore recommended that officers engage with the SNT once the petitioners have provided them with the detail of their concerns.

Financial Implications

There are none associated with the recommendations to this report, as feasibility studies can be undertaken with in house resources. However if the Cabinet Member subsequently considers the introduction of a scheme suitable funding will need to be identified.

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.

Consultation Carried Out or Required

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

CORPORATE IMPLICATIONS

Legal

A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage. Fairness and natural justice requires that there must be no predetermination of a decision in advance of any wider non-statutory consultation.

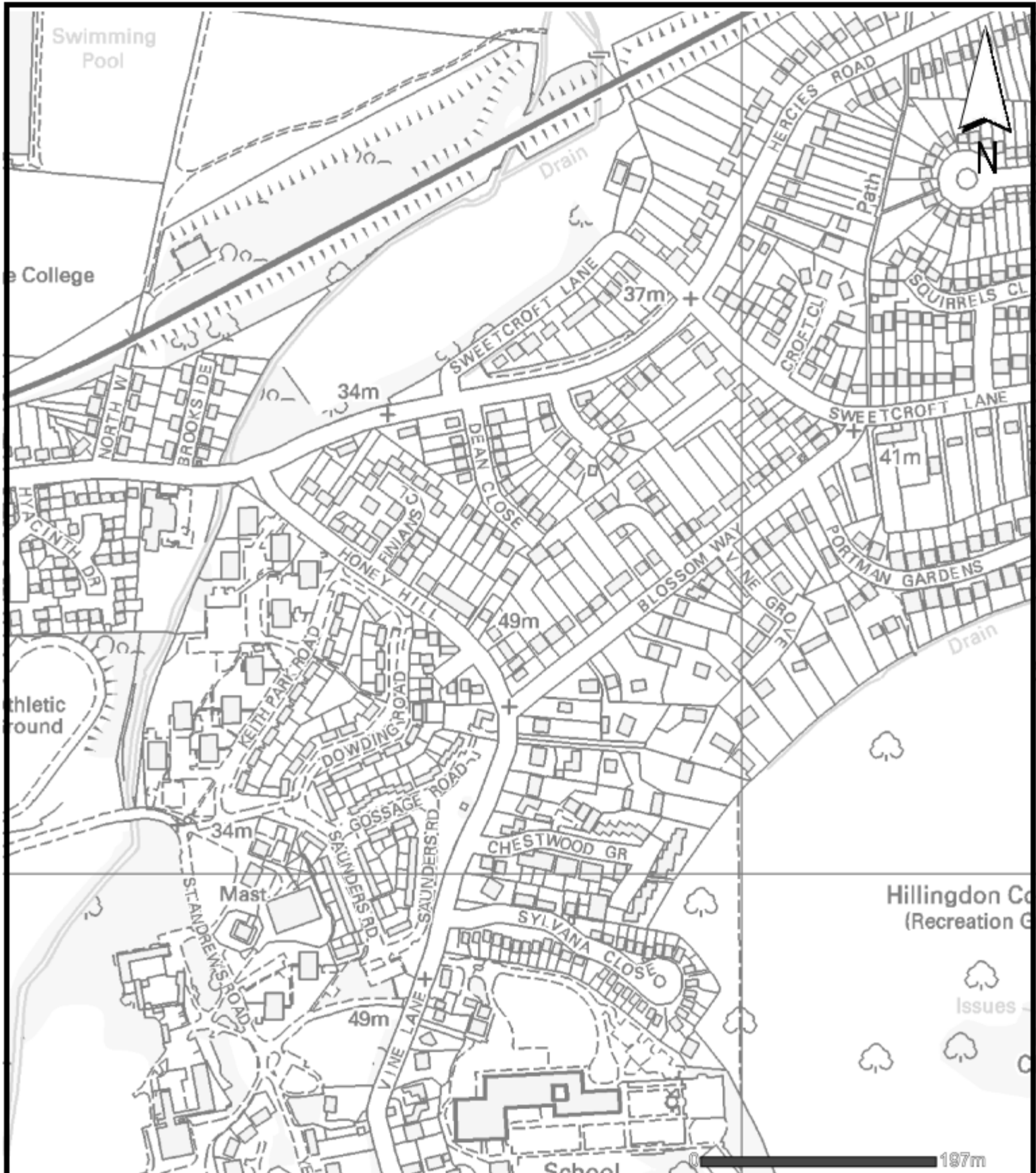
If a local authority decides to embark upon a non-statutory process of consultation the applicable principles are no different from those which apply to statutory consultation: see R (Partingdale Lane Residents Association) v Barnet London Borough Council [2003] EWHC 947 (Admin), [2003] All ER (D) 29.

In considering any informal consultation responses, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer recommendation. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

Should there be a decision that further measures are to be considered then the relevant statutory provisions will have to be identified and considered.

BACKGROUND PAPERS

Petition received: 21st April 2010



Area Plan

Date July 2010

Scale 1:4,000