



HILLINGDON

LONDON



Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

Date: WEDNESDAY, 20
JANUARY 2016

Time: 7.00 PM

Venue: COMMITTEE ROOM 3 -
CIVIC CENTRE, HIGH
STREET, UXBRIDGE UB8
1UW

**Meeting
Details:** Members of the Public and
Press are welcome to attend
this meeting

This Agenda is available online at:
<http://modgov.hillingdon.gov.uk/ieListMeetings.aspx?CId=252&Year=0>

Cabinet Member hearing the petitions:

Keith Burrows, Cabinet Member for
Planning, Transportation and Recycling
(Chairman)

How the hearing works:

The petition organiser (or his/her
nominee) can address the Cabinet
Member for a short time and in turn the
Cabinet Member may also ask questions.

Local ward councillors are invited to these
hearings and may also be in attendance.

After hearing all the views expressed, the
Cabinet Member will make a formal
decision. This decision will be published
and sent to the petition organisers shortly
after the meeting confirming the action to
be taken by the Council.

Published: Tuesday 12 January 2016
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Agenda

CHAIRMAN'S ANNOUNCEMENTS

PART 1 - MEMBERS, PUBLIC AND PRESS MAY ATTEND

- 1 Declarations of Interest in matters coming before this meeting
- 2 To confirm that the business of the meeting will take place in public.
- 3 To consider the report of the officers on the following petitions received.

Please note that individual petitions may overrun their time slots. Although individual petitions may start later than advertised, they will not start any earlier than the advertised time.

	Start Time	Title of Report	Ward	Page
4	7pm	Residents' request for traffic calming measures and pedestrian crossings for Swan Road, West Drayton	West Drayton	1-12
5	7pm	Morford Way, Eastcote - Petition Requesting Traffic Calming Measures	Cavendish	13-18
6	7.30pm	Petition asking for a speed hump in Eastcote High Street near its junction with Larkswood Rise	Northwood Hills	19-24
7	8pm	Residents' request for traffic calming measures in Langdale Drive, Hayes	Charville	25-30
8	8pm	Request for a Parking Management Scheme - Harmondsworth Lane, West Drayton	Heathrow Villages	31-36

SWAN ROAD, WEST DRAYTON - PETITION REQUESTING TRAFFIC CALMING MEASURES AND PEDESTRIAN CROSSINGS

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	David Knowles/ Steve Austin, Residents Services Directorate
Papers with report	Appendix A

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a further petition from Swan Road, asking for traffic calming and pedestrian crossings.
Contribution to our plans and strategies	The request can be considered in relation to the Council's strategy for road safety and on-street parking controls.
Financial Cost	There are none associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward(s) affected	West Drayton

2. RECOMMENDATION

That the Cabinet Member:

- 1. Meets and discusses with petitioners their request for traffic calming and enhanced pedestrian crossing facilities in Swan Road, West Drayton;**
- 2. Notes that he heard a previous petition, from the same lead petitioner, seeking a 20mph Zone, as recently as March 2015;**
- 3. Notes that the Council has to date commissioned four separate sets of independent traffic surveys in Swan Road, undertaken in November 2008, July 2011, January 2014 and July 2014, the results of which are set out in this report and none of which in themselves have supported a case for traffic calming;**

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4. Seeks clarity from the lead petitioner on his specific requests and the extent to which other petitioners were involved in the consideration of this level of detail;
5. Subject to (4), considers whether further detailed studies are justified on the basis of any fresh evidence which the petitioners are able to provide;
6. Subject to (3) and (5), considers whether further traffic surveys may be justified, at locations to be agreed with petitioners and Ward Members;
7. Subject to (5), asks officers to review the situation in Swan Road with London Buses and TfL as part of any ongoing investigation;
8. Invites Ward Members to encourage relevant local schools to work with the Council's School Travel and Road Safety Team to formulate their School Travel Plans and establish a case, if any, for further measures in Swan Road as part of this;
9. In light of the ongoing claims that there are incidents of vehicles speeding, albeit despite the lack of independent traffic survey evidence to support this, considers asking officers to specifically raise Swan Road with the Metropolitan Police and other emergency services at the next available liaison meeting with them, seeking their own monitoring and enforcement at his specific request, and furthermore to seek a report back via officers for his consideration along with his Ward Member colleagues.

Reasons for recommendation

The petition hearing will provide a valuable opportunity to hear directly from the petitioners of their concerns and suggestions.

Alternative options considered / risk management

None at this stage.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition of 199 signatures has been submitted to the Council from residents concerning Swan Road asking for the introduction of traffic calming measures and the creation of new pedestrian crossings.
2. Swan Road is a mainly residential road close to West Drayton Town Centre with its shops and local amenities. The location of Swan Road is indicated on the plan attached as Appendix A.

3. The Cabinet Member will be aware that a previous petition, led by the same lead petitioner, was heard by him in March 2015, the petition hearing having been deferred from February at the lead petitioner's request. The Cabinet Member will recall that the lead petitioner did not attend the meeting in March, although he will recall that he heard from local Ward Members.

4. The present petition was subsequently submitted by the lead petitioner and although it is set out with a greater level of detail, with a helpful list of key issues, it may be noted that the petition is again seeking action in Swan Road, West Drayton, where previous investigations, including a series of traffic surveys, have so far failed to support the case for significant intervention.

5. The petition has been signed by 43 residents who stated an address in Swan Road. Other signatories have given addresses from a much wider area and whilst some failed to identify their precise address, post codes from some petitioners indicated a number from the West Drayton, Yiewsley and Uxbridge area.

6. It is not the usual practice for the Council to consider repeat petitions on broadly the same subject after such a short intervening period, but the Cabinet Member will recall that in discussion with officers and his colleagues, he concluded that if fresh evidence and a stronger case could be made, with more specific detail in terms of the measures being sought, in particular if the Cabinet Member could hear the testimony of the lead petitioner as well as the Ward Members, then it would be reasonable to hear the petition after a suitable gap.

7. In an accompanying statement to the recent petition, the lead petitioner suggests the problems are as follows:

"We are submitting a petition for Swan Road to receive traffic calming measures and pedestrian crossings. We are suggesting three speed tables and two pedestrian crossings (at the Baptist Church and at the shops/ bus stops). We are doing this because we would like the council to be aware of what residents are experiencing on a daily basis and take action before there are any more accidents or incidents on the road.

Some of residents' concerns which have led to this petition are:

- 1. Excessive speed outside peak hours and no place to cross safely;*
- 2. High noise level from speeding vehicles;*
- 3. Vibration of windows in residents' houses due to speeding vehicles;*
- 4. Increasing volume of traffic particularly during last two years;*
- 5. Curving nature of road creates accident risk areas;*
- 6. Driver demography. Many vans, commercial vehicles and skip lorries going to*

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The Common, Donkey Lane or Iver whose drivers disregard speed limits;

7. Downhill gradient of road from Station Road to Swains Close causing increase in speed as cars turn off Station Road;

8. Poor state of road doesn't slow traffic;

9. Mixed development urban road with chapel (no crossing point to this), shops on both sides of the road, route to school (St Catherine's), new supported living units, Southlands etc where safe use of road and crossing points needed;

10. Daily incidents of scratched cars, broken wing mirrors, near misses and road rage confirmed by residents and councillors. These are not recorded but are observed and known by local people;

11. Accidents caused by vehicles speeding and not giving way so there is ability to speed which is residents concern. (see photos of recent accident caused by speeding vehicles leading to head on collision with bus);

12. Varying width of road, inconsistency of parking and bend all contribute to accident risk factors on the road."

8. Also included with the main petition were letters of support from the local Member of Parliament, John McDonnell, Swan Road Church, Cllr Jan Sweeting, and a number of local businesses. In his letter, Mr McDonnell stated:

'I am writing to add my support to the petition signed and supported by local residents, local businesses and local community organisations calling for action by the council to introduce a crossing and traffic calming measures on Swan Road. I know just how busy with traffic this road is and the risks this poses to pedestrians, cyclists and other car users. I am especially worried about the risk to children from the nearby St Catherine's school. I fully support the proposals called for in the petition and urge the council to take swift action to prevent any further risk to the safety of local residents'.

9. The letter of support from Swan Road Church stated:

'As Minister of the Baptist Church on Swan Road I support the petition for a 20 miles per hour speed limit on the road past the church building. In recent years we have witnessed increasing volumes of traffic past the church, and several serious accidents, which can only be expected to reoccur unless a change is made. The proposed increased density of residential accommodation in the area can only be expected to exacerbate the situation'.

10. It would appear that this letter may perhaps be referring more explicitly to the previous report by the lead petitioner, which specifically sought a 20mph Zone. The other letters of support follow broadly the same theme; i.e. seeking a reduction in the speed limit. Nevertheless,

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the Cabinet Member will wish to note that the petition has received support from a variety of local institutions.

11. Subsequent to receipt of the petition, a statement was issued by Cllr Janet Duncan as follows:

'Residents and businesses in Swan Road, West Drayton have submitted today a petition for traffic calming measures and a pedestrian crossing to be installed in Swan Road and I am writing in full support of such, safety measures being taken in the road. I understand that customers of the shops in Swan Road have also supported the petition as well as local school children, who have been encouraged by the Council's road safety initiative for school children, to make their voice heard also. I have heard from both parents and grandparents who walk their children to St Catherine's School that they would like some safety measures installed in Swan Road having witnessed near misses and hazardous road behaviour by some users on several occasions. I do hope that something can be done in the area particularly as there is a programme to install 20mph zones near schools which is to be applauded although St Catherine's is not included in this programme it appears to date. There is also a parking problem which exacerbates traffic concerns in some areas. Old Farm Road for example experiences commuter and holiday parking, I have been told, to the extent that residents have great difficulty on occasions in parking in their own road'.

12. Mr McDonnells' and Cllr Duncan's reference to St Catherine's School is noted and the Cabinet Member will be aware that the Council seeks close co-operation with all schools in the Borough, to help them develop School Travel Plans ('STPs'). As the Cabinet Member and local Ward Members will also be aware, the STP can be used to support the case for road safety and other measures outside the school grounds, and facilitate financial support for such measures in the form of grants received from Transport for London.

13. Officers have looked at the previous feedback from the school and note that whilst there have been other road safety concerns raised, Swan Road does not appear to have been specifically referred to. The Cabinet Member may remember that in recent years a new Zebra Crossing was created near The Green and indeed there is now a School Crossing Patrol in regular attendance there.

14. St Catherine's School is currently in the early stages of writing their STP, with the offer of Council officer support, but the Cabinet Member may wish to encourage his Ward Member colleagues to assist in encouraging the school to accelerate this important dialogue.

Previous work including surveys

15. As a result of past petitions and in order to promptly address residents' concerns, the Cabinet Member will recall that he approved the introduction of a new 'SLOW' marking in Swan Road, at a location agreed with the lead petitioner and furthermore instructed officers to commission an independent speed and traffic survey at three locations in Swan Road.

16. In accordance with the Council's normal practice, these surveys were undertaken by an independent specialist third-party company, the results therefore being not only accurate and comprehensive but totally impartial. The survey data was captured using Automatic Traffic Counters (ATCs) which, as the Cabinet Member will know, are pairs of rubber tubes laid across the carriageway and attached to a road-side data recorder. These types of surveys are the most reliable means of measuring traffic volumes, types and speeds over a 24-hour, seven day a week basis so any particular patters during different times of the day or week.

17. The most recent survey was undertaken between 19th January and 25th January 2014. The 85th percentile was found to be 28mph northbound and 26 mph southbound at location one, 28mph northbound and 27mph southbound at location two and 29mph northbound and 27mph southbound at location three.

18. As the Cabinet Member will be aware, the 85th percentile is the speed at or below 85% of all vehicles are observed to travel. This is a nationally recognised method of assessing traffic speeds as it effectively refers to the majority of traffic movements. It is worth noting that a similar survey was undertaken in Swan Road in November 2008 and at the time the 85th percentile was found to be 29mph in both directions.

19. However, the Cabinet Member will recall that officers felt that the data captured for vehicle classification on the survey appeared to show some discrepancies and so in order to ensure that residents' concerns were properly investigated, and that the data available was of the best quality, the surveys were undertaken again at the same locations on Swan Road over a seven-day period from 7th to 14th July 2014.

20. The results of the second 24/7 speed and traffic survey were, however, very similar to those recorded in January. The July results showed the 85th percentile at location one was 27mph northbound and 26mph southbound, at location two it was 28mph in both directions and at location three it was also 28mph in both directions.

21. During a similar survey in November 2008, the 85th percentile was found to be 29mph in both directions. Additionally a manual speed survey was undertaken using a hand held device in July 2011 and again the 85th percentile was recorded as 28mph in one direction and 27mph in the other.

Accident history

22. In a separate meeting with the lead petitioner, local residents, the three local Ward Councillors and officers, residents cited a number of accidents in Swan Road including two fatalities in a single accident, a recent head on collision with a bus at the same location and a further two accidents in Swan Road. The lead petitioner in various emails to the Council suggests that the Council have ignored all of this police evidence. The Cabinet Member will note that these accidents have been cited in the evidence supporting the present petition (e.g. see petitioners' "point 11" cited above).

23. As the Cabinet Member is aware, officers rely upon the Police recorded collision data and it is always considered in context. In the regrettable circumstances where a collision results in a

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fatality the Council will meet Metropolitan Police Traffic Officers on-site to look into the circumstances so the Council always carefully considers police evidence. The collision that the lead petitioner refers to where there were two fatalities took place on April 2005. The police concluded that in this incident *"this is a busy link road with few other injury accidents on record. The main cause of this accident was the behaviour of the Renault and VW Golf drivers who are unlikely to be influenced by any engineering measures"*. The report also hinted the driver being intoxicated was a contributory factor.

24. The two further incidents mentioned above were at the Station Road junction. One involved a 16-year old moped driver "undertaking" a car queuing to turn out of Swan Road and in the process he collided head-on with a car turning into Swan Road. Injuries were recorded as slight. The second incident of which the Council has details involved a motorcyclist who collided with a car in the process of turning right at the junction.

25. Again, the injury was recorded by the police as "slight". In the case of the collision involving a bus, two drivers were found to be driving without due care and attention. This incident is part of an on-going police investigation but their initial view is that this was entirely down to the inappropriate and dangerous driving of those involved.

26. More recently, there was a further incident which has prompted e-mails from a concerned local business, making specific reference to the Church Road/ Swan Road junction. Included with this feedback was a view that *'the problem [is] not due to speed but to the position of the bus stop, the parking at the top of Swan Road, and the ever increasing population round this particular area with all the new developments that are going up'*.

27. Whilst this detail was not a specific part of the petition, the Cabinet Member will note that issues associated with buses have featured more than once in recent dialogue and so, should he feel further investigations are justified, they should involve dialogue with London Buses and TfL and report back to him on the views of these third parties.

The detail of the present petition

28. It is appreciated that the petitioners, having previously asked for the creation of a 20mph Zone, have now asked for more specific measures in Swan Road.

29. However, it should be noted that the signatory sheet which has been signed by the 199 petitioners only states:

'we the undersigned petition the Council to install traffic calming measures and pedestrian crossings in Swan Road for the safety of all users and residents'.

30. It is not clear, therefore, if the lead petitioner has sought detail from his fellow petitioners on his own ideas for traffic calming and pedestrian crossings when seeking their support, or has canvassed more generally on the slightly wider road safety line quoted directly above.

31. For this reason the Cabinet Member may wish to seek clarification from the lead petitioner on the extent of the dialogue he has had with his fellow residents and local Ward Members prior

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to gaining the signatures of support. This can be discussed with the petitioners when they present their petition to the Cabinet Member and will be helpful to guide the Cabinet Member when making his decision.

32. In conclusion, the Cabinet Member will be aware that there have been several externally commissioned surveys into the traffic speed and volume in Swan Road over a number of years, and none of these in themselves supported a case for traffic calming changes in Swan Road. However, in light of the testimony which petitioners may be able to bring forward for his consideration, it is recommended that he meets with petitioners and seeks further detail on the extent of their concerns and suggestions.

Financial Implications

There are no financial implications associated with the recommendations to this report. If works are subsequently required, suitable funding will need to be identified within the parking programme.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member an opportunity to discuss in detail with petitioners their concerns

Consultation Carried Out or Required

None at this stage.

5. CORPORATE IMPLICATIONS

Corporate Finance

No financial implications at this stage.

Legal

There are no special legal implications with the Cabinet Member to meet and discuss with petitioners their request for traffic calming and enhanced pedestrian crossing facilities in Swan Road, West Drayton and to consider recommendations 5-7 above.

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.

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. If specific advice is required Legal Services should be consulted.

Corporate Property and Construction

There are no property implications resulting from the recommendations set out in this report.

Relevant Service Groups

None at this stage

6. BACKGROUND PAPERS

None.

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Swan Road, West Drayton - Location plan

Appendix A

Date January 2015

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MORFORD WAY, EASTCOTE - PETITION REQUESTING TRAFFIC CALMING MEASURES

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation and Recycling
Officer Contact(s)	Caroline Haywood, Residents Services
Papers with report	Appendix A

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that a petition has been received asking for traffic calming measures in Morford Way, Eastcote.
Contribution to our plans and strategies	The request can be considered as part of the Council's annual programme of road safety initiatives.
Financial Cost	There are no financial implications in relation to the recommendations to this report.
Relevant Policy Overview Committee	Residents' & Environmental Services
Ward(s) affected	Cavendish

2. RECOMMENDATIONS

Meeting with the petitioners, the Cabinet Member agrees to:

- 1. Discuss their request for traffic calming measures.**
- 2. Subject to the outcome of the above, ask officers to arrange a speed and vehicle survey at locations suggested by the petitioners and reports the results back to the Cabinet Member and local Ward Councillors.**
- 3. Subject to 1 and 2, ask officers to undertake further investigations under the Road Safety Programme and report back to him.**

Reasons for recommendations

The petition hearing will provide a valuable opportunity to hear directly from the petitioners of their concerns and suggestions.

Alternative options considered / risk management

These can be identified from the proposed detailed discussions with the petitioners.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1 A petition with 53 signatures has been submitted to the Council from residents of Morford Way and Morford Close under the following heading '*Speeding cars using Morford Way as a short cut to the traffic lights on Field End Road and Elm Avenue*'.

2 Morford Way and Morford Close are residential roads which both fall within Cavendish Ward. Morford Way leads onto Field End Road and the local shopping parade. Eastcote underground train station is within easy walking distance of Morford Way. A plan of the area is shown on Appendix A.

3 Morford Way and Morford Close are within Eastcote Parking Management Scheme, which is operational Monday to Saturday 9am - 5pm. Parking is allowed on one side of the road during these hours.

4 The petitioners are concerned with vehicle speeds. They state that throughout the day, but in particular between 07.45am and 09.30am and 16.30pm and 18.30pm cars seek to avoid the build up of traffic at the Field End Road / Elm Avenue junction. The cars enter the road from both Field End Road and Hawthorne Avenue using Morford way as a short-cut. Many of the cars accelerate all the way along the road to ensure they beat the traffic turning at the lights.

5 In order to assist with investigations concerning the speed of vehicles, it is suggested that the Cabinet Member may be minded to ask officers to commission independent 24-hour / 7-day vehicle speed and traffic surveys at locations agreed by the petitioners and relevant Ward Councillors.

6 These surveys could take the form of Automatic Traffic Counters (ATCs) which, as the Cabinet Member will know, are pairs of rubber tubes laid across the carriageway and attached to a road-side data recorder. These types of surveys are the most reliable means of measuring traffic volumes, types and speeds over a 24-hour, seven-day a week basis. The data captured would inform any possible options to address vehicle speeds if this is found to be a problem.

7 It is therefore recommended that the Cabinet Member meets the petitioners and listens to their concerns and decides if this request should be added to the Council's Road Safety Programme for further investigation.

Financial Implications

There are no financial implications associated with the recommendations to this report. If after further investigation any measures are subsequently approved by the Council, funding would need to be identified from a suitable source.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member an opportunity to discuss in detail with petitioners their concerns.

Consultation Carried Out or Required

None at this stage.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and confirms that there are no direct financial implications arising from the recommendations above.

Legal

There are no special legal implications with the Cabinet Member meeting and discussing with petitioners their request concerning the speed of vehicles in Morford Way and to consider recommendations 1 to 3 above.

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.

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.

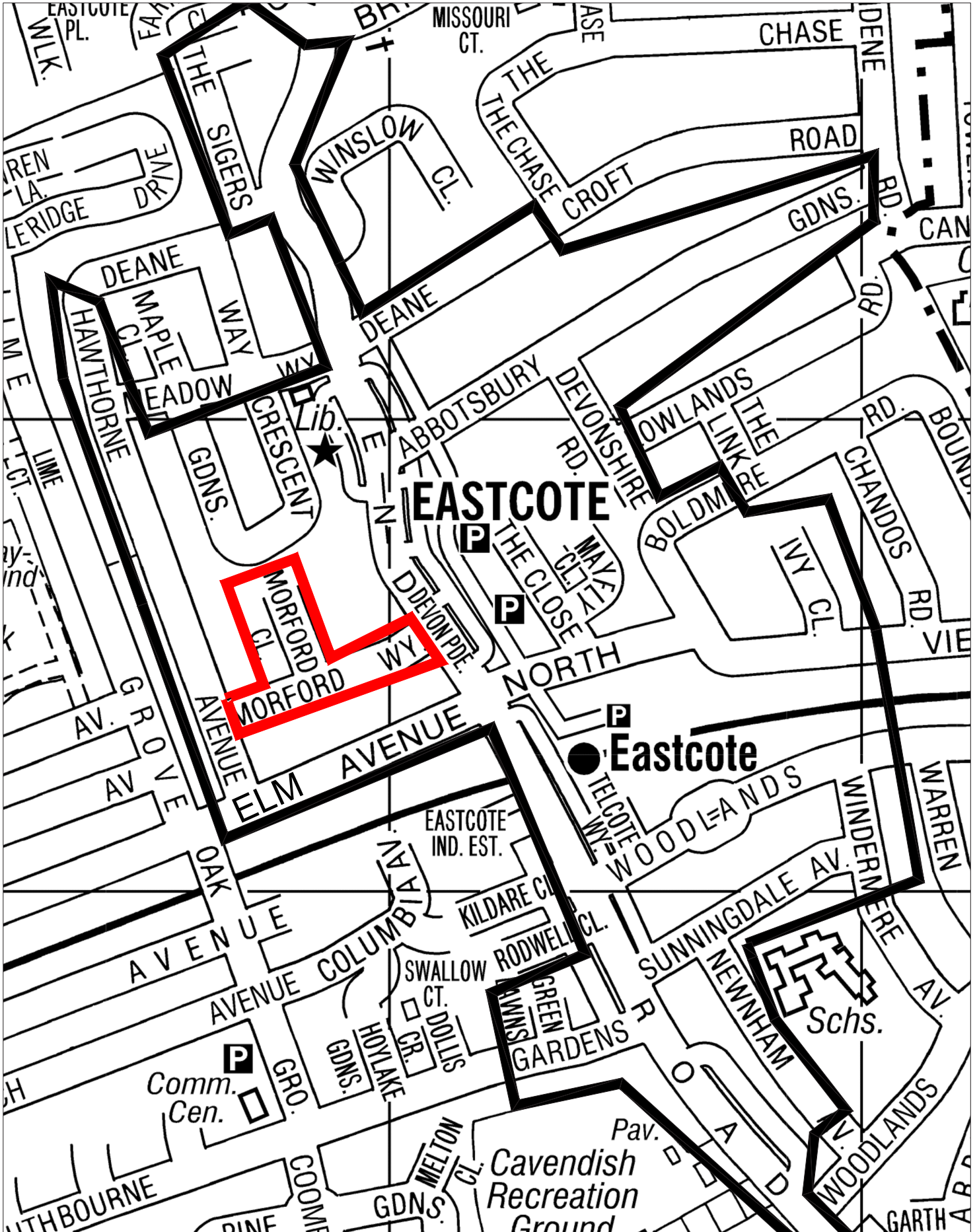
Corporate Property and Construction

There are no property implications resulting from the recommendations set out in this report.

6. BACKGROUND PAPERS

- Petition received

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Eastcote Parking Management Scheme

Morford Way & Morford Close

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Agenda Item 6

HIGH ROAD, EASTCOTE - PETITION REQUESTING A "SPEED HUMP"

Cabinet Member(s)	Cllr Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation & Recycling
Officer Contact(s)	Caroline Haywood, Residents Services
Papers with report	Appendix A

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that a petition has been received asking for a "speed hump" in High Road, Eastcote.
Contribution to our plans and strategies	The request can be considered as part of the Council's annual programme of road safety initiatives.
Financial Cost	There are no financial implications in relation to the recommendations to this report.
Relevant Policy Overview Committee	Residents' & Environmental Services
Ward(s) affected	Northwood Hills

2. RECOMMENDATION

Meeting with the petitioners, the Cabinet Member agrees to:

- 1. Discuss their request for traffic calming measures.**
- 2. Subject to the outcome of the above, asks officers to arrange a speed and vehicle survey at locations suggested by the petitioners and reports the results back to the Cabinet Member and local Ward Councillors.**
- 3. Subject to 1 and 2, asks officers to undertake further investigations under the Road Safety Programme and report back to him.**

Reasons for recommendation

The petition hearing will provide a valuable opportunity to hear directly from the petitioners of their concerns and suggestions.

Alternative options considered / risk management

These can be identified from the proposed detailed discussions with the petitioners.

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Policy Overview Committee comments

None at this stage.

4. INFORMATION

Supporting Information

1 A two part petition with 21 signatures has been submitted to the Council from residents of Larkswood Rise and High Road Eastcote requesting an additional "speed hump" on High Road Eastcote close to the junction with Larkswood Rise.

2 Larkswood Rise is a quiet residential Cul-de-sac with access onto High Road Eastcote, which leads into Cuckoo Hill, which already benefits from an existing 20mph speed limit and raised tables. The traffic calming scheme on Cuckoo Hill starts at Larkswood Rise and leads up to the Borough boundary with Harrow Council and was implemented in February 2013. Both Larkswood Rise and High Road Eastcote fall within Northwood Hills Ward. A plan of the area is shown on Appendix A.

3 In a covering letter attached to the petition the lead petitioner states *"Please find the signatures of all the people that have signed the form you sent me, they all agree we should have an extra hump put in near our turning, which is Larkswood Rise. When you come out of our cul-de-sac, there is a blind spot as the bend on the road dips in and you cannot see the oncoming traffic, it is very dangerous. A few weeks ago I was almost killed when a car came round this bend at about 40 - 50 mph, although there is a speed reduction, nobody takes any notice of it. Please could you consider this letter very seriously and do something about it."*

4 In order to assist with investigations concerning the speed of vehicles, it is suggested that the Cabinet Member may be minded to ask officers to commission independent 24 hour / 7 day vehicle speed and traffic surveys at locations agreed by the petitioners and relevant Ward Councillors.

5 These surveys could take the form of Automatic Traffic Counters (ATCs) which as the Cabinet Member will know, are pairs of rubber tubes laid across the carriageway and attached to a road-side data recorder. These types of surveys are the most reliable means of measuring traffic volumes, types and speeds over a 24-hour, seven day a week basis. The data captured would inform any possible options to address vehicle speeds if this is found to be a problem.

6 The Cabinet Member will be aware that the Council has previously undertaken independent speed surveys in High Road Eastcote in September 2013. The results of this survey showed between Catlins Lane and Larkswood Rise the 85th percentile speed westbound was 29mph and eastbound was 32mph. The so-called "85th percentile speed" is a statistical value, which represents a speed at or below, which all vehicles were found to be travelling as part of a survey. This is a nationally recognised method of assessing traffic speeds as it effectively refers to the majority of traffic movements. These results could be compared with any future surveys.

7 As the Cabinet Member is aware the Council does not implement "speed humps", however, the nearby traffic calming measures that take the form of speed tables in Cuckoo Hill have been proven successful in reducing traffic speeds and collisions on this road. This could be an option at this location subject to the results of the speed and traffic survey.

8 It is therefore recommended that the Cabinet Member meets the petitioners and listens to their concerns and decides if this request should be added to the Council's Road Safety Programme for further investigation.

Financial Implications

There are no financial implications associated with the recommendations to this report. If after further investigation any measures are subsequently approved by the Council, funding would need to be identified from a suitable source

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member an opportunity to discuss in detail with petitioners their concerns.

Consultation Carried Out or Required

None at this stage.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and confirms that there are no direct financial implications arising from the recommendations above.

Legal

There are no special legal implications with the Cabinet Member meeting and discussing with petitioners their request concerning traffic calming measures in High Road, Eastcote and to consider recommendations 1 to 3 above.

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.

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

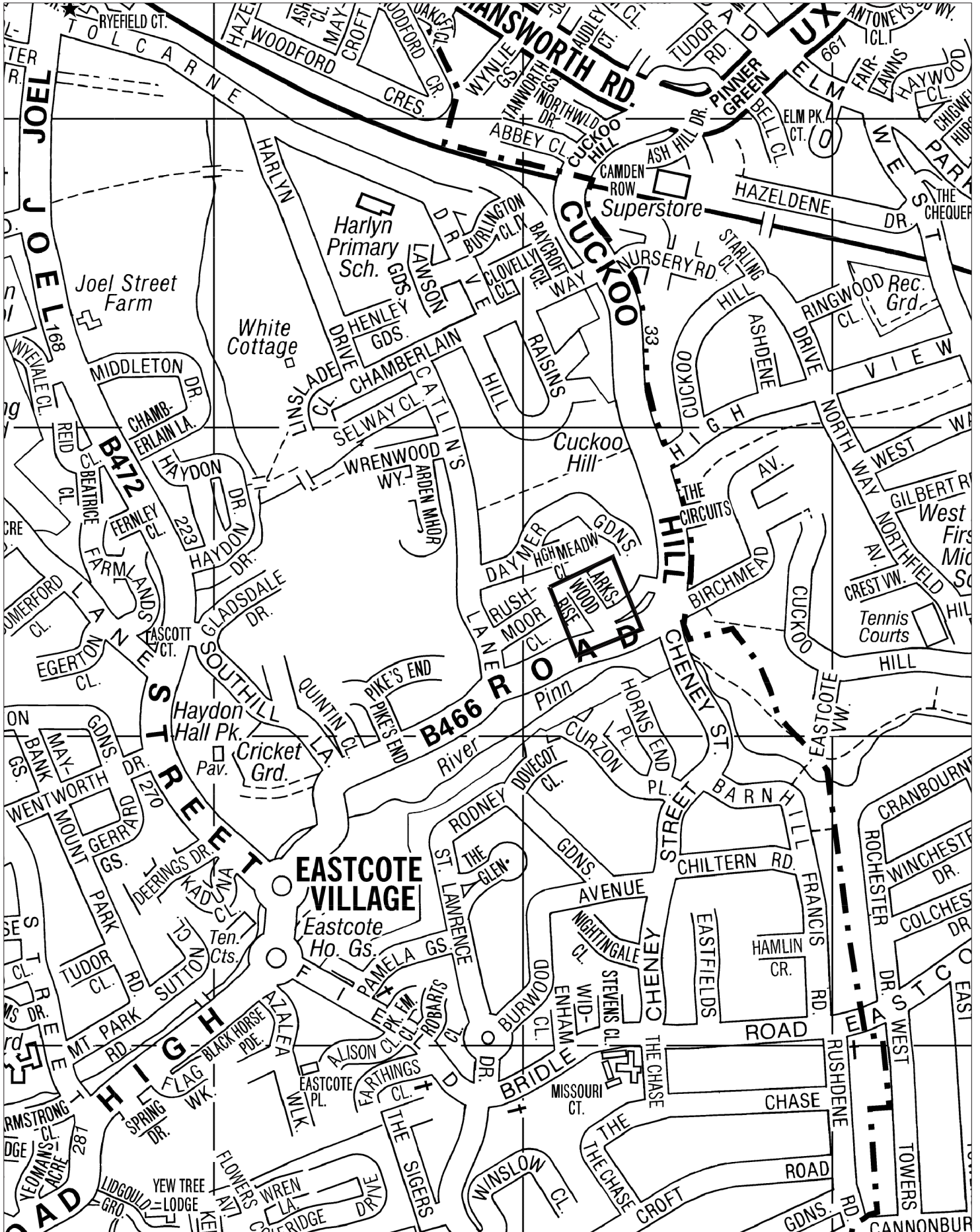
statutory provisions will have to be identified and considered.

Corporate Property and Construction

There are no property implications resulting from the recommendations set out in this report.

6. BACKGROUND PAPERS

None.



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Larkwood Rise

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Agenda Item 7

LANGDALE DRIVE, HAYES - PETITION REQUESTING MEASURES TO CALM TRAFFIC ON LANGDALE DRIVE, HAYES

Cabinet Member(s)	Cllr Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation & Recycling
Officer Contact(s)	Steven Austin, Residents Services
Papers with report	Appendix A

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that a petition has been received asking for measures to calm traffic on Langdale Drive
Contribution to our plans and strategies	The request can be considered as part of the Council's annual programme of road safety initiatives.
Financial Cost	There are no financial implications in relation to the recommendations to this report.
Relevant Policy Overview Committee	Residents' & Environmental Services
Ward(s) affected	Charville

2. RECOMMENDATION

Meeting with the petitioners, the Cabinet Member agrees to:

1. Discuss their request for traffic calming measures.
2. Subject to the outcome of the above, asks officers to arrange a speed and vehicle survey at locations suggested by the petitioners and reports the results back to the Cabinet Member and local Ward Councillors.
3. Subject to 1 and 2, asks officers to undertake further investigations under the Road Safety Programme and report back to him.
4. Notes that Langdale Drive has been added to the future programme for possible resurfacing as and when appropriate.

Reasons for recommendation

PART I – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with Petitioners – 20 January 2016

The petition hearing will provide a valuable opportunity to hear directly from the petitioners of their concerns and suggestions.

Alternative options considered / risk management

These can be identified from the proposed detailed discussions with the petitioners.

Policy Overview Committee comments

None at this stage.

5. INFORMATION

Supporting Information

1 A petition with 46 signatures has been submitted to the Council from residents who mainly live on, or roads directly off of Langdale Drive asking for measures to "calm the traffic". Langdale Drive and the surrounding roads are situated in a mainly residential area within Charville Lane, a location plan of the area is attached as Appendix A.

2 A covering letter attached to the petition raises a number of points which are listed below;

- *There appears to be three extremely dangerous points. The first is the left hand turn at the top of Lansbury Drive where it becomes Langdale Drive. There have been instances of drivers going straight on and into the grass on the bend and also of drivers losing control at speed and either scraping parked cars to the right or, in one case, demolishing a wall there where they lose control. It was suggested by some that a width restriction or chicane at the top of Lansbury Drive to kill speed into the bend may help.*
- *The second is the right hand bend approximately 50 yards past this one. Where cars come south at speed into the bend, there have been a number of instances of loss of control and hit vehicles and structures on the left hand side.*
- *The third is the entrance into Langdale Drive from Charville Lane end. This is a curved entrance and cars carry too much speed into the road - again, some have lost control and hit vehicles and structures on the left hand side.*
- *I have recently been in touch with maintenance and have been advised that the road is now on the list for resurfacing after I submitted photos of the poor state of the road surface. It would make sense from a cost point of view if both could be addressed at the same time.*
- *There was a general dislike of the idea of speed bumps or speed tables, with only two signatories saying they would be in favour.*
- *With the proximity of the school, the current situation is very dangerous for children.*
- *Parking spaces can be a problem and any solutions need to be arrived at with the least loss of space as possible.*

3 In order to assist with investigations concerning the speed of vehicles, it is suggested that the Cabinet Member may be minded to ask officers to commission independent 24 hour / 7

day vehicle speed and traffic surveys at locations agreed by the petitioners and relevant Ward Councillors.

4 These surveys could take the form of Automatic Traffic Counters (ATCs) which as the Cabinet Member will know, are pairs of rubber tubes laid across the carriageway and attached to a road-side data recorder. These types of surveys are the most reliable means of measuring traffic volumes, types and speeds over a 24-hour, seven day a week basis. The data captured would inform any possible options to address vehicle speeds if this is found to be a problem.

5 The Cabinet Member will be aware that the Council has previously undertaken independent speed surveys in Langdale Drive. The results of this survey showed the 85th percentile speed westbound was 28mph in both directions. The so-called "85th percentile speed" is a statistical value, which represents a speed at or below, which all vehicles were found to be travelling as part of a survey. This is a nationally recognised method of assessing traffic speeds as it effectively refers to the majority of traffic movements. These results could be compared with any future surveys. There are no police recorded collisions in the three years to the end of July 2015 and the only recorded incident prior to this was in June 2004.

6 As the Cabinet Member is aware the Council does not implement "speed humps", however the nearby traffic calming measures that take the form of speed tables have been proven successful in reducing traffic speeds and collisions although it appears from the petition that this is not an option favoured by residents who signed this petition.

7 Petitioners will be pleased to hear that their request for Langdale Drive to be resurfaced has been added to the forward programme for consideration by the Council.

8 It is therefore recommended that the Cabinet Member meets the petitioners and listens to their concerns and decides if this request should be added to the Council's Road Safety Programme for further investigation.

Financial Implications

There are no financial implications associated with the recommendations to this report. If after further investigation any measures are subsequently approved by the Council, funding would need to be identified from a suitable source

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member an opportunity to discuss in detail with petitioners their concerns

Consultation Carried Out or Required

None at this stage.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and concurs with the financial implications noted above.

Legal

There are no special legal implications for the proposal to discuss with petitioners their request to discuss traffic calming measures on Langdale Drive, which amounts to an informal consultation. 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.

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.

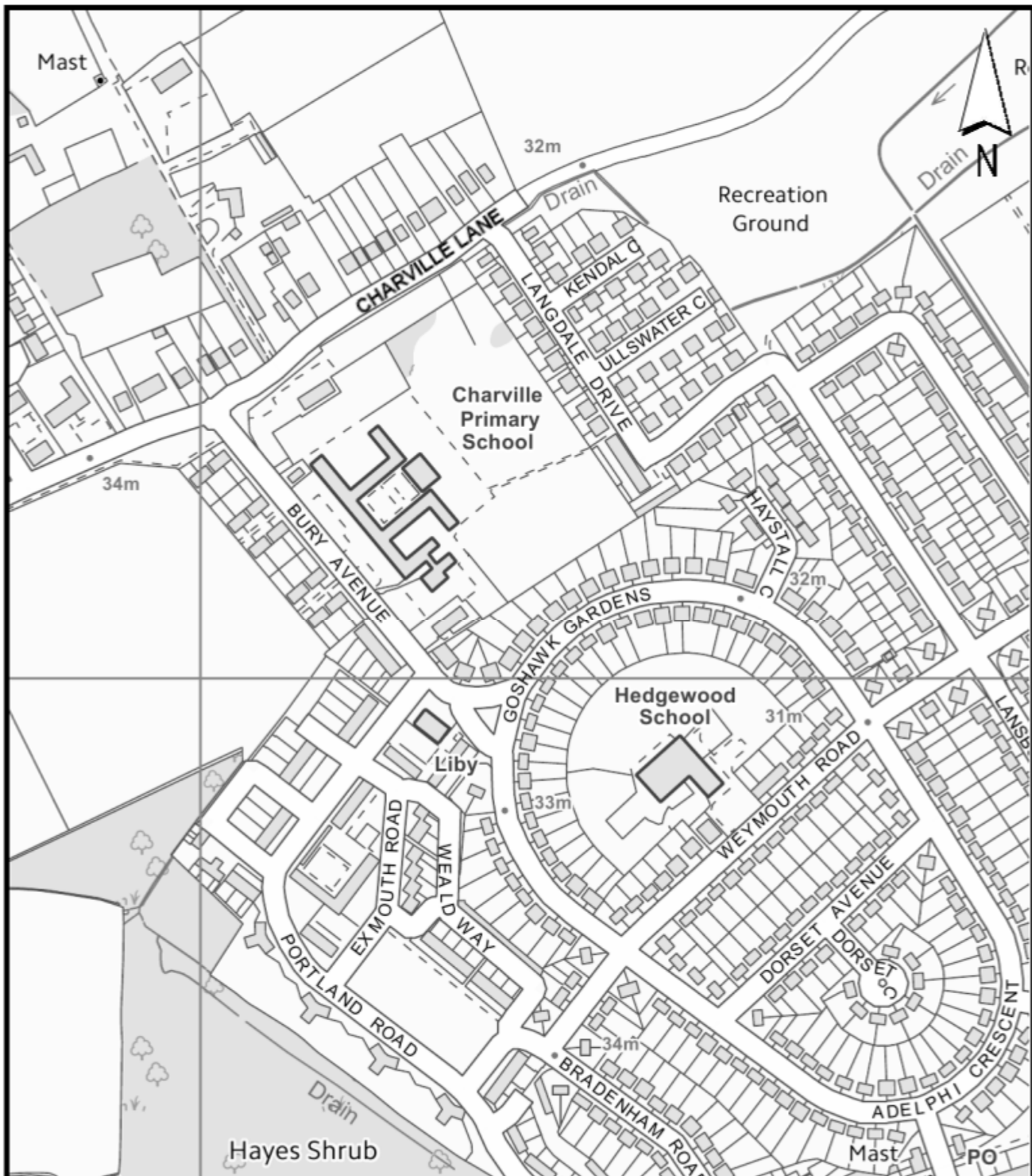
Should there be a decision that further measures are to be considered then the relevant statutory provisions will have to be identified and considered.

Corporate Property and Construction

There are no property implications resulting from the recommendations set out in this report.

6. BACKGROUND PAPERS

None.



Langdale Drive, Hayes
Area plan

Appendix A

Date January 2016

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HARMONDSWORTH LANE, WEST DRAYTON - PETITION REQUESTING A PARKING MANAGEMENT SCHEME

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	Steven Austin, Residents Services
Papers with report	Appendix A

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition from residents of Harmondsworth Lane asking for a Parking Management Scheme.
Contribution to our plans and strategies	The request can be considered as part of the Council's strategy for on-street parking.
Financial Cost	There are none associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward(s) affected	Heathrow Villages

2. RECOMMENDATION

Meeting with the Petitioners, the Cabinet Member:

1. Listens to their concerns with the current parking situation on Harmondsworth Lane.
2. Subject to the outcome of the above, asks officers to add the request to the Council's extensive parking programme for further informal consultation in an area agreed with local ward councillors.

Reasons for recommendation

PART I – MEMBERS, PUBLIC AND PRESS

The petition hearing will provide a valuable opportunity to hear directly from the petitioners of their concerns and suggestions.

Alternative options considered / risk management

None at this stage.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 29 signatures from residents of Harmondsworth Lane has been received by the Council. In an accompanying statement, the petitioner lead states "*Our stretch of Harmondsworth Lane is being used as off airport parking for workers and holiday travellers from Heathrow. Parking businesses use it too, one car pulls up, two drivers get in separate parked cars and they all drive off and vice versa*". The petition has the support of all three local ward councillors. A location plan is attached to this report as Appendix A.
2. The lead petitioner has kindly provided photographs of the parked vehicles and suggests that the problem mainly occurs between Nos. 62 and 86 Harmondsworth Lane. They also have helpfully indicated that residents support the introduction of a residents' permit parking scheme.
3. This section of Harmondsworth Lane is mainly residential and is within short walking distance of the local amenities and as has been alluded to in the petition, provides easy access to Heathrow Airport making this an attractive place to park. Many of the nearby roads already benefit from a Parking Management Scheme so, subject to the outcome of discussions with the petitioners, it may be appropriate to extend the scheme to include this section of Harmondsworth Lane.
4. As the Cabinet Member is aware the installation of a Parking Management Scheme in one road can often have the affect of transferring commuter parking to other nearby roads that currently do not experience issues with non-residential parking. It is therefore suggested that officers liaise with Ward Councillors to establish if there are other roads in the area which could benefit from being included in a wider consultation on options to manage parking.

Financial Implications

There are no financial implications associated with the recommendations to this report. If works are subsequently required, suitable funding will need to be identified within the parking programme.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member an opportunity to discuss in detail with petitioners their concerns.

Consultation Carried Out or Required

None at this stage.

5. CORPORATE IMPLICATIONS

Corporate Finance

There are no direct financial implications arising from this report.

Legal

There are no special legal implications for the proposal to discuss with petitioners their concerns regarding the current parking situation on Harmondsworth Lane, which amounts to an informal consultation. 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.

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.

Corporate Property and Construction

There are no corporate property and construction implications arising from the recommendations in this report.

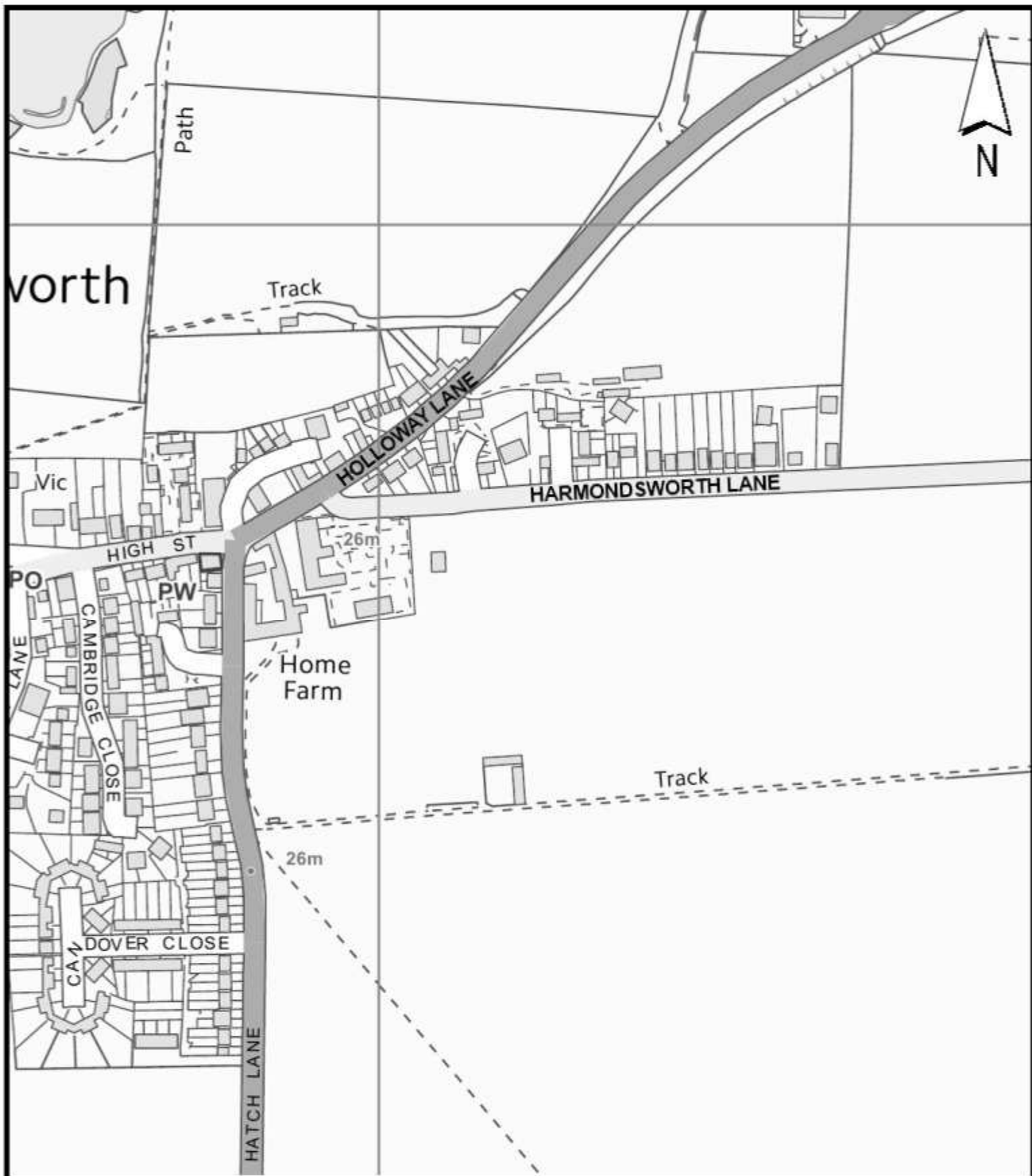
Relevant Service Groups

None at this stage

6. BACKGROUND PAPERS

None.

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Harmondsworth Lane, Harmondsworth
Area plan

Appendix A

Date January 2016

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