



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

Date: TUESDAY, 13 FEBRUARY
2018

Time: 7.00 PM

Venue: COUNCIL CHAMBER -
CIVIC CENTRE, HIGH
STREET, UXBRIDGE UB8
1UW

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

Cabinet Member hearing the petition:

Councillor Keith Burrows, (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: Monday, 5 February 2018

Contact: Luke Taylor

Tel: 01895 250 693

Email: petitions@hillington.gov.uk

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Lloyd White
Head of Democratic Services
London Borough of Hillingdon,
Phase II, Civic Centre, High Street, Uxbridge, UB8 1UW
www.hillingdon.gov.uk

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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.

	Start Time	Title of Report	Ward	Page
3	19:00	Shepiston Lane, Hayes - Petition from residents requesting enhanced road safety measures	Pinkwell	1 - 24

This report has been circulated less than five clear working days before the Petition Hearing and will be considered by the Cabinet Member as urgent. The reason for urgency is so the report can provide the most up-to-date information to petitioners and residents about road safety following the recent tragic events on Shepiston Lane, Hayes.

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SHEPISTON LANE, HAYES - PETITION FROM RESIDENTS REQUESTING ENHANCED ROAD SAFETY MEASURES IN SHEPISTON LANE

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	David Knowles Residents Services Directorate
Papers with report	Appendices A-E inclusive

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition from residents seeking road safety improvements in Shepiston Lane, Hayes
Contribution to our plans and strategies	The request can be considered as part of the Council's strategy for road safety
Financial Cost	There are none associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward(s) affected	Pinkwell

2. RECOMMENDATION

Meeting with the Petitioners, the Cabinet Member, expressing his sympathy and condolences to all those families and friends affected by recent events:

1. Notes and advises all those attending the petition hearing of the importance of ensuring that there is to be no discussion of the incident on Shepiston Lane on Friday, 26 January 2018, on the basis that there are ongoing police investigations and also that there are currently legal proceedings before the criminal courts;
2. Subject to the provisions of (1), meets and discusses with petitioners their concerns with road safety in Shepiston Lane, and specifically hears and considers their suggestions whilst noting actions already in progress;
3. Notes the circumstances of a previous incident in Shepiston Lane which led directly to joint investigations by the Council and the emergency services, and thereafter to measures referred to below under (4), (5) and (6);

4. Notes that the Council has been in the process of implementing a series of road safety measures in Shepiston Lane over the past year, including carriageway resurfacing, footway improvements and new streetlighting, as detailed in the body of the report, to a total cost of just over £1M;
5. Notes that as part of the above, the Council has consulted upon and implemented a change of the transition of speed limits in Shepiston Lane from '50-national speed limit-30'mph to '50-40-30'mph, as detailed in the body of the report, after due consideration of key stakeholders including, in particular, the emergency services, whose views are always crucial in any proposal to change the posted speed limit;
6. Notes that as a final part of the present programme of works, the Council will be installing 'vehicle activated signs' in Shepiston Lane, designed to flash a warning message to drivers exceeding the speed limit, as detailed in the body of the report;
7. Notes further that in light of the ongoing investigations referenced under (1) above, that the completion of some elements of the present scheme may have to be deferred temporarily whilst the police continue to conduct their own investigations;
8. Notes the specific request from petitioners for a TfL Safety Camera in Shepiston Lane, and accordingly, subject to the comments of petitioners, instructs officers to lobby the Mayor of London for the consideration of such a camera or cameras as appropriate to his programme;
9. Having heard from petitioners, instructs officers to add their views to inform a further review of the present measures within the next six months, this review to include the commissioning of further independent '24/7' vehicle speed and volume surveys, after which officers will report the outcome to the Cabinet Member, local Ward Members, the emergency services and the lead petitioner; and
10. Subject to the outcome of (9), if the ongoing investigation by the police and other bodies, such as those referenced under item (1) above, have yet to be concluded at that point, agrees to consider a further review of the situation in Shepiston Lane, at which point further critically important information may have become available within the public domain and could inform the development of further measures.

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 with in excess of 26,000 signatures (at the time of publishing this report) has been submitted to the Council from residents under the following heading '*Change of speed limit to 30mph, introduction of speed cameras - Shepiston Lane, Hayes*'.
2. In the petition, reference is made to the tragic circumstances of an incident in Shepiston Lane, involving the loss of three young lives, which occurred on 26 January 2018. For reasons which the Cabinet Member will make clear to all those who attend the petition hearing, any discussion of the incident, which is still subject to ongoing investigations by various bodies, including the Metropolitan Police and the Coroner's Office, should not take place at the Council's petition hearing in order to avoid the risk of prejudicing these ongoing enquiries or any Court case.
3. The wording of the petition which originated on the 'Change.org' website is as follows:

'On, Friday 26th January 2018 at 20:41 pm, three young boys were hit and killed by a speeding vehicle on Shepiston Lane, known and loved by the community the boys did not stand a chance against the speed of the vehicle. Shepiston Lane is a speed death trap with multiple accidents occurring over the recent years. I urge for the speed limit to be reduced, speed humps to be put in place, and pavement pedestrian safety to be put in place. As an eyewitness I want to help the families of those affected, this has broken my heart and if there is anything I can do please let me know. Shepiston Lane is home to Cherry Lane Cemetery, Goals Sports Centre, Hayes Fire Station, Esso Petrol Stations and a school bus stop operated by Transport for London. On scene the pavements are too narrow, the cars are too fast, and there are no adequate crossing sections, it is a tragedy what has happened and may have been prevented had there been other safety measures. This needs to change now before any more life is lost. Please stand with me to make this change. I appreciate all of your support.'

THE NATURE OF SHEPISTON LANE

4. Shepiston Lane is a local distributor road, with streetlighting, situated in the southern part of Hayes, and links the Cherry Lane roundabout on the A408 Stockley Bypass with Dawley Road and Station Road, Hayes. The road is an important means of access between the southern part of Hayes and major destinations and routes such as Heathrow Airport and the M4 and M25 motorways, serving residents, businesses and commuters.
5. The nature of Shepiston Lane varies over its length, as illustrated in the plan at Appendix A and in the subsequent appendices which provide aerial views (Appendix B), speed limit progression (Appendix C) and photographs (Appendix D) to assist in understanding the points made.
6. Vehicles travelling west on Shepiston Lane at its westernmost point are faced by traffic signals at the junction with the Cherry Lane roundabout, with three westbound approach lanes, and a wide triangular island with pedestrian crossing facilities near its easternmost apex (see photographs 1 and 2 in Appendix D to this report). For most of its length, Shepiston Lane runs roughly parallel with the nearby M4 motorway.

7. The first section of Shepiston Lane, just to the east of the Cherry Lane Roundabout, comprises a broad 15.6m wide (at the crossing) single carriageway road with no premises on either side; there is an existing tarmac surfaced footway on the northern side, 2.3m wide, which is set slightly away from the carriageway, behind a narrow grass verge; behind this footway is a timber fence with fields behind it in turn. This section has the same 50mph speed limit as in force on the A408 Stockley Bypass.
8. Along the southern side of this same section there is another tarmaced footway which ends at the pedestrian crossing point near the above mentioned triangular island (Photo 2). There are bushes, trees and vegetation behind this path.
9. There is a short dual carriageway section where in the past the road was widened to provide a crossing point; no u-turns are allowed by eastbound traffic at this point (Photos 3 and 4). Halfway along the island, the speed limit changes from 50mph to 'national speed limit' (i.e. as indicated by a white circular sign with a black diagonal bar) (see Photo 5).
10. The second, central section of Shepiston Lane to the east of the island includes a hotel ('Premier Inn' - see Photo 6), a fuel station ('Esso' - see Photos 10 and 11 in particular) with an associated convenience store ('Sainsburys') on the southern side, and Cherry Lane cemetery and Frogs Ditch Farm on the northern side, with entrances to all (see Photos 13-16). The speed limit in this section remains the national speed limit, i.e. 60mph.
11. The carriageway in this central section is an average of 7.1m wide, bending slightly in the form of two shallow arcs linking two straight sections, and there are footways varying between 2 and 3m wide on both sides, although the footpath on the southern side is discontinued at a point approximately 100 metres to the east of the eastern cemetery exit (see Photo 17).
12. There is a long central turning lane, provided for the benefit of vehicles using the filling station/ convenience store and turning right from an eastbound direction, with traffic islands (with 'keep left' signage) at both extremities. There is also a filter lane to allow traffic going westbound to slow as it enters the filling station forecourt (see Photos 9-13).
13. There is a bus stop on one side of the road, to the east of the filling station/ convenience store and main cemetery entrance, historically known for understandable reasons as the 'Cherry Lane Cemetery' stop, which was originally introduced in July 1966 (see Photos 15 & 16). However, this stop now serves the 698 School Bus alone, which operates Monday to Friday, during morning and afternoon peak school times only.
14. There are no other buses that service this stop, the former route having been discontinued by London Buses more than twenty years ago.
15. Further east is the entrance to Frog's Ditch Farm, which houses a number of businesses.
16. There are some small entrances before the entrance to the 'Goals' football centre, which includes facilities which are available to hire for functions. There is a turning lane in the centre of the carriageway to benefit westbound traffic turning in to the centre (see Photos 19, 20 and 21).

17. The third section of Shepiston Lane, at its eastern end, from a point approximately 70m east of the Goals Centre, already has a speed limit of 30mph (Photo 22). The change in speed limit from 60mph to 30mph is emphasised by a short section of red surfacing on the road, together with a '30' roundel (Photo 23). Additional centre hatching, designed to reduce traffic speeds entering Hayes, was introduced in this section in 2006 (Photo 25).
18. Within this section of Shepiston Lane, there is a signal controlled pedestrian crossing near Watery Lane (from which there is a southern pedestrian footway, which runs eastwards towards Hayes), a bend away from the line of the nearby M4 motorway (with 25mph 'advisory speed' signs), and Hayes Fire Station is situated on the outside of this bend (Photo 26). The traffic signal controlled crossing was introduced by the then 'Traffic Controls System Unit' in 1993 and upgraded by their successors Transport for London in November 2006 (Photo 27).
19. In response to local requests, cycle facilities in this area were improved in 2006/2007, with the conversion of part of Watery Lane to allow cyclists to travel between Shepiston Lane and the eastern side of High Street Harlington. These measures were intended to make it safer for cyclists and to open up the potential for cycle access to the nearby schools in Pinkwell Lane, Hayes.
20. Further west beyond this point, Shepiston Lane gradually enters a more residential area and at the point where it meets Station Road, it changes from Shepiston Lane to Dawley Road (Photos 29 & 30).

ACCIDENT DATA

21. Shepiston Lane has had eight road traffic collision incidents reported by the police on the TfL accident database for the most recent 36 months ending February 2017 (the most recent date for which full accident data is available on the database). Of these six were recorded as 'slight', one was 'serious' and the other one was the fatality described below, near Hayes Fire Station.

PREVIOUS 'SERIOUS' AND 'FATALITY' IN SHEPISTON LANE

22. Within the 36 months to February 2017 (the latest data available), a 'serious collision' occurred outside the Premier Inn in October 2014 and involved a car losing control and colliding with another oncoming car. After hitting the oncoming car, the first vehicle hit a lamp post. The road was wet and it was at 23.19 at night.
23. The Cabinet Member will be aware of a fatality in 2016 which occurred within the section of Shepiston Lane, which already has a 30mph speed limit. The circumstances in this case involved a collision between a motorcyclist and a car which was on the wrong side of the road. The rider of the motorcycle travelling in the west bound direction was struck by the car and tragically died of his injuries.
24. In the wake of this fatality, as is normal with all such road traffic collisions, and after all the legal matters including the police investigation and Coroner's report, a road safety investigation was subsequently undertaken, which included a joint site visit between Council officers and the police. Because of its proximity to Hayes Fire Station, the London Fire Brigade also understandably took a close interest in these investigations.

25. As speed was said by the police to have been a contributory factor, it was agreed by the Cabinet Member that a series of traffic speed and volume surveys would be undertaken in Shepiston Lane in order to establish the extent of the problem. As the Cabinet Member will be aware, these surveys are commissioned independently through expert third party companies, who therefore provide factual impartial data on a twenty-four hour basis over at least a week ('24/7' surveys).
26. The outcome of this exercise was evidence that some traffic in the 30mph zone was travelling above the posted speed limit (the Cabinet Member will be aware that road safety practitioners use the so-called '85th percentile speed' which means the speed at or below which 85% of traffic was found to have been travelling).
27. In discussion with the police and other emergency services, who shared their knowledge and expertise, it was felt that part of the problem was the significant difference in posted speed limits between the 'national speed limit' (60mph) and 30mph limit. The outcome was the basis of the present scheme to reduce the '60' to '40' and thereby provide a stepped transition of speed reduction from the Stockley Bypass to Hayes.

ROAD SAFETY MEASURES IN SHEPISTON LANE - COUNCIL ACTIONS TO DATE

28. The Cabinet Member will recall that, in tandem with the road safety investigations initiated by the Council, it was agreed to bring forward extensive resurfacing of Shepiston Lane between the Cherry Lane Roundabout and the Dawley Road junction - in other words, the whole length (see Appendix E).
29. At the same time, the Council developed a package of measures including improved footway and cycle facilities, the latter building upon previous work referred to above.
30. At the same time, it was agreed to introduce new streetlighting, in the form of new lamp columns and LED luminaires, and to consult formally upon the reduction of the speed limit where it is currently 'national speed limit' to 40mph. This would provide a gradual, stepped transition from the existing 50mph at the end nearest the Stockley Bypass to the existing 30mph as described above.
31. The Cabinet Member also instructed officers to include the provision of a pair of vehicle activated signs ('VAS') which are connected to the electricity supply (typically mounted on or near a lamp column) and are designed to flash a warning message to drivers who pass by too fast.
32. Accordingly the formal notices to set out the proposals to change the speed limit were published last autumn, the process involving publication in the London Gazette and a local newspaper, the erection of public notices on site, and further dialogue with stakeholders such as the emergency services and Transport for London. As the Cabinet Member will recall, no objections were received to this proposal and so the Traffic Regulation Order was duly made, allowing the change in speed limit to be implemented.
33. For convenient reference, the improvements already under way are succinctly summarised below:

- *Carriageway and footway improvements in Shepiston Lane (extent of carriageway resurfacing is indicated in Appendix E);*
- *Footway improvements including resurfacing and the creation of a shared cycle/ footway section (as part of a phased plan to improve cycle links between Hayes and Heathrow);*
- *New LED streetlighting (including new lamp columns at designed spacings) to improve lighting for both traffic and pedestrians;*
- *A reduction of the speed limit from 'national speed limit' in the central section to 40mph (but retaining the existing 30mph limit at the Hayes end), together with the associated traffic signs; and*
- *The installation of vehicle activated signs ('VAS') in the new 40pmh zone section*

34. The total budget for all of the above work is £1.028M, which includes, as noted, substantial carriageway surfacing of practically the entire length of Shepiston Lane (an element of the work which has already been completed).
35. The remaining work involved in the present scheme is already at a very advanced stage, and indeed final completion of most aspects, including the new streetlighting and associated signage, is anticipated by the end of February. Some elements of the works which are close to where the incident took place on the evening of Friday 26th January 2018 will of necessity have to be deferred, pending the completion of the ongoing police investigation, and out of respect for the present circumstances.

POSSIBLE FURTHER MEASURES

36. The Cabinet Member will welcome the opportunity to discuss the concerns of petitioners, and this dialogue may present further ideas for consideration. This section of the report is therefore intended to provide technical guidance on some of the potential options, without prejudging the ideas which may be brought forward by the petitioners, or the eventual possible decisions that the Cabinet Member may wish to consider.

SAFETY CAMERA(S)

37. The petitioners have called for a 'speed camera' (more formally 'safety camera') which, as the Cabinet Member knows, are not implemented by Councils in London, but are introduced, managed and maintained by a consortium of Transport for London (TfL), the Metropolitan Police, Her Majesty's Courts, and London Councils (the body which represents the overall interests of all 32 London Boroughs and the City of London).
38. TfL is the lead with regard to the Safety Camera programme and maintains strict criteria in relation to the installation of any new safety cameras. Whilst TfL insists that the local authority considers suitable supporting measures (such as a review of the speed limit, which as already noted, has been done), there should be a recent history of serious injuries or death, the qualifying statistic quoted by them being 'at least four "killed or seriously injured" incidents (known as 'KSI') in the most recent three years'.
39. The Cabinet Member will appreciate that as the investigations into the circumstances of the incident of Friday, 26 January 2018 are still ongoing, there are many factors as yet unresolved other than the obvious fact of the tragic loss of three young lives.

40. Officers have liaised with their counterparts at TfL in the course of preparing this report and have been advised by them as follows:

- *There are around 700 safety cameras across Greater London;*
- *In recent years, TfL has been focused upon a ca £30M programme for the replacement of all the remaining older 'wet film' safety cameras (which required a police operative to visit site and replace the film) with more modern 'digital' ones (which send images direct to the operational base), whilst at the same time reviewing the status and need for some of the existing cameras;*
- *At the same time, there has been a moratorium on the introduction of new safety cameras;*
- *Historically, the qualifying criteria set by the Department for Transport to Safety Camera Partnerships was 'three KSI' but when they took over responsibility for London's safety cameras, TfL revised this to 'four KSI over three years, at least two of which must be speed related';*
- *TfL have stressed that under their criteria, an incident which tragically involved a multiple loss of life is considered by them, statistically, as 'one KSI' as, in their view, the incident counts as a single one irrespective of the numbers of injuries or fatalities involved;*
- *TfL have been exploring the potential to expand the network but this process is still in development, TfL saying that they are considering a revision of the criteria.*

41. On the basis of TfL's criteria, as explained above, it appears that the situation in Shepiston Lane is that there have been two qualifying 'incidents' (one 'serious', one 'fatal', as described above) in a 36-month period over 2014-2017 and, of course, there has now been the recent incident which is still the subject of the ongoing investigation.

42. The Mayor of London, through TfL, has embarked upon a programme entitled 'Vision Zero' which is intended to support the 'Healthy Streets' approach with a view to driving down road danger. The Cabinet Member will recall a recent meeting that he and his colleagues, the Leader of the Council and the Cabinet Member for Community, Commerce and Regeneration, had with Mike Brown, TfL's Transport Commissioner, at which Mr Brown commended the Council on its generally excellent road safety record within the London Borough of Hillingdon as a whole.

43. The Cabinet Member will be aware from past experience that the typical cost previously quoted by TfL for a safety camera is 'considerably in excess' of £50,000 per site, although as noted in the commentary from TfL, it is evident that new sites have not been added for some time. On this basis, the Cabinet Member may be minded to consider a suitable formal approach to TfL.

SPEED LIMITS

44. The Cabinet Member will be aware that the present measures which have been described above, and which are already nearing completion, were all in hand some time before the tragic circumstances of the recent incident which resulted in the loss of three lives. These measures were all developed and taken forward in good faith, and only came about following extensive investigation and the input of not only the Council but also the emergency services.

45. The Cabinet Member will be further aware that the change in speed limit has of necessity involved a legal process prescribed in the Road Traffic Regulation Act 1994 and the Local

Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. Any further changes to the speed limit in Shepiston Lane, whilst possible to contemplate, would require further engagement with the emergency services and a subsequent formal consultation.

46. If any further changes of speed limit are to be considered as an option, it is recommended that prior to any decisions being made, a further review of the arrangements which are already being put into place be undertaken with the full involvement of Transport for London, the police and other emergency services, and ideally should be timed to benefit from the outcome of the police investigations already referred to.
47. As it likely that these investigations will take some time to complete, it would appear prudent to consider a review of the measures after a reasonable period, with a report to the Cabinet Member and other stakeholders as he may wish to direct.

SPEED HUMPS

48. The Cabinet Member will be aware that in common with most local authorities, the Council no longer introduces new round-topped 'road humps' on any of its roads. This is for a number of reasons, including the tendency of some drivers to fiercely accelerate and then brake, the consequences of which provide both pollution and road safety issues.
49. Where appropriate, the Council may introduce other forms of full-width so-called 'vertical deflection' traffic calming, such as flat-topped speed tables, but these are not generally used for roads of the character of Shepiston Lane, other than in residential areas and where the speeds are appropriate for the type of measures.
50. A third form of 'vertical deflection' traffic calming which can sometimes be considered is the so-called 'speed cushion', which involves rectangular raised features laid transversely across the carriageway, but these can also pose problems because they are easily over-ridden by large vehicles such as 4x4 type cars, vans and heavy good vehicles, and at the same time can create a fresh hazard for cyclists and motorcyclists.
51. Horizontal forms of traffic calming (e.g. chicanes and 'priority give-way' narrowing of the road) are seldom used for roads of this nature and are currently more common in rural areas where, for example, a distributor road passes through a small village.
52. The Cabinet Member will know that whenever traffic calming of any kind is contemplated, the process of investigation is crucial, with traffic surveys, detailed design and the involvement of the police, other emergency services and bus operators (although it has been noted that Shepiston Lane carries only the 698 bus service, any traffic calming would need to be designed with this service in mind).
53. The Cabinet Member will also know that the process of taking forward any traffic calming, once the principle has been agreed with the police, will include appropriate public consultations, both informal and statutory, to ensure that there is community support to back up the technical assessment.
54. It is recommended that any consideration of such changes should, as with any other changes to be contemplated, benefit from the final outcome of the investigations already referred to.

PEDESTRIAN MOVEMENTS

55. The petitioners have made reference to the footways in Shepiston Lane, which as noted have been the subject of various improvements, and will shortly be better lit as part of the ongoing works. As noted in the description above, and illustrated in some of the photographs in Appendix D, there are several traffic islands which whilst not originally intended as fully accessible crossing refuges, do serve to slow traffic and provide the potential for crossing Shepiston Lane with greater safety.
56. Ordinarily, pedestrian traffic in Shepiston Lane is fairly light, but there are various attractions such as the 'Goals' centre which may draw in visitors on foot as well as by car. It is recommended that pedestrian demand and patterns in Shepiston Lane are fully investigated as part of any review, once the ongoing investigations have been concluded.

CONCLUSION

57. The Cabinet Member, in listening to the concerns from petitioners, will wish to share with them the changes which are already underway and explain to them the circumstances which led to these positive changes. He will also want to hear and take on board the concerns and any practical suggestions that the petitioners may have to share with him.
58. The Cabinet Member will wish to explain the fact that the introduction of new Safety Cameras is not exclusively in the Council's gift and they are introduced and maintained by TfL, whose support for any new cameras is as a consequence essential. The points from TfL quoted above in this report are pertinent to this.
59. Notwithstanding the fact that a full investigation of the viability of any further measures will, logically, need to be informed by the outcome of the sensitive police investigations still underway, the Cabinet Member may decide, dependent upon what the Petitioners say, that he wishes to see some action to a more definite timetable (e.g. within six months of the new 40mph speed limit going in), in which case he may wish to instruct officers accordingly. A further review could be conducted once all the facts of the ongoing investigation are known.
60. The Cabinet Member will also wish to be mindful however of the important fact that any speed limit changes or changes to the road layout should have the support of the emergency services before they can be implemented.

Financial Implications

There are no direct financial implications associated with the recommendations to this report. If works are subsequently required and agreed, suitable funding can be identified from existing programmes, depending on the nature of the works to be undertaken.

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 that there are no direct implications associated with the recommendations in the report.

Legal

The Borough Solicitor advises that, whilst it is important that the petition is heard in a timely manner by the Cabinet Member for Planning Transportation and Recycling, it is of the utmost importance that the discussion at the petition hearing, and any decisions arising from it, are strictly confined to the issue of road safety measures in Shepiston Lane.

The reason for this is that one individual has been charged by the police and he has already appeared in Court. Therefore, this matter is subjudice [before the Court] and the Council must be careful to ensure that it does not say or do anything which may in any way influence or prejudice the outcome of these legal proceedings.

It is also important to note that police investigations are ongoing and there is a possibility that further individuals may be charged as a result of the incident on Friday, 26th January. There is also likely to be a Coroner's Inquest at some stage in the future. Therefore once again, the Council must be very careful to ensure that neither the police investigations nor the Inquest are compromised in any way.

Finally, the Borough Solicitor will attend the hearing and provide any legal advice that is necessary.

Corporate Property and Construction

None at this stage.

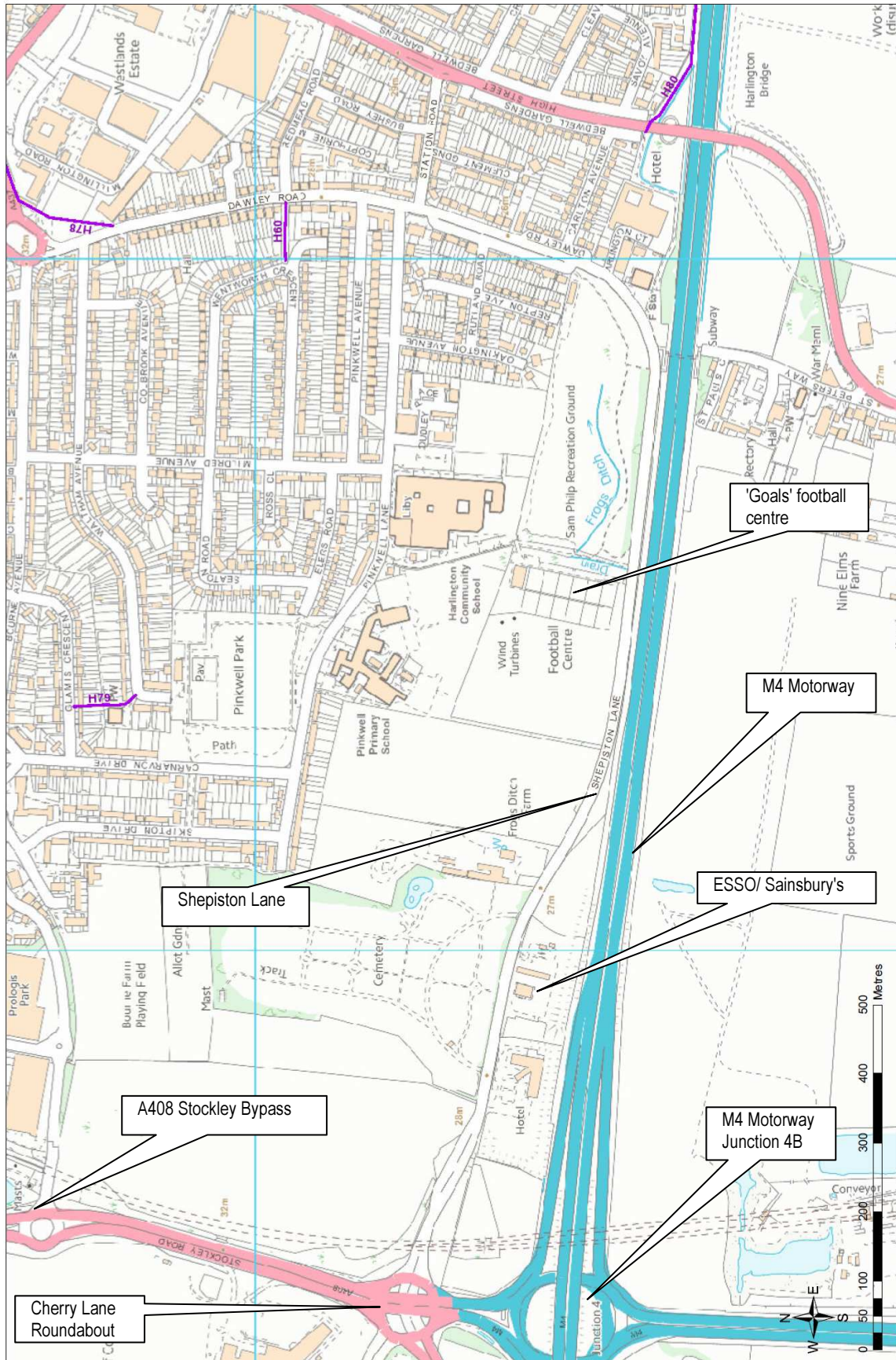
Relevant Service Groups

None at this stage.

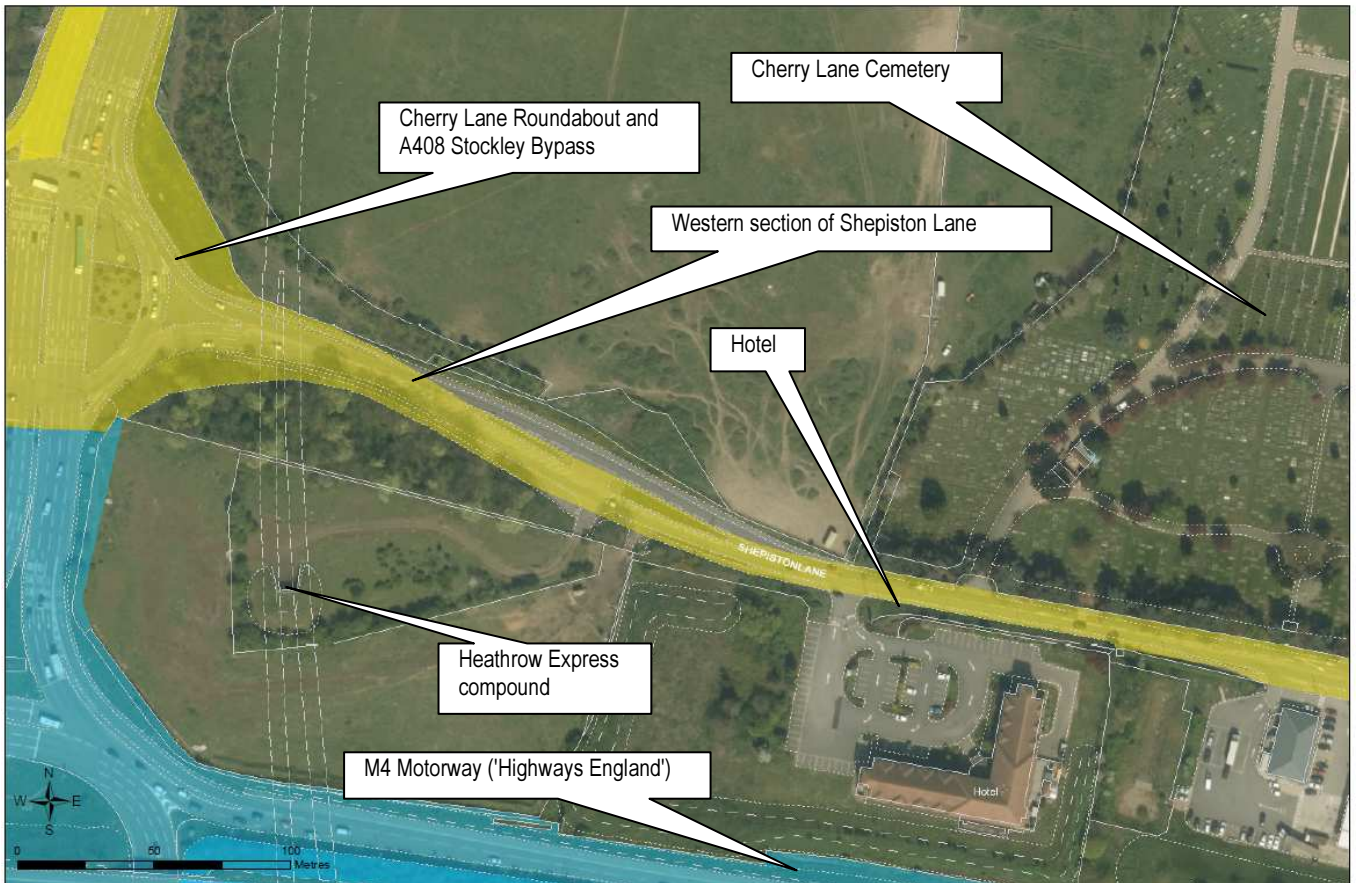
6. BACKGROUND PAPERS

Petition received.

APPENDIX A: PLAN SHOWING SHEPISTON LANE, HAYES

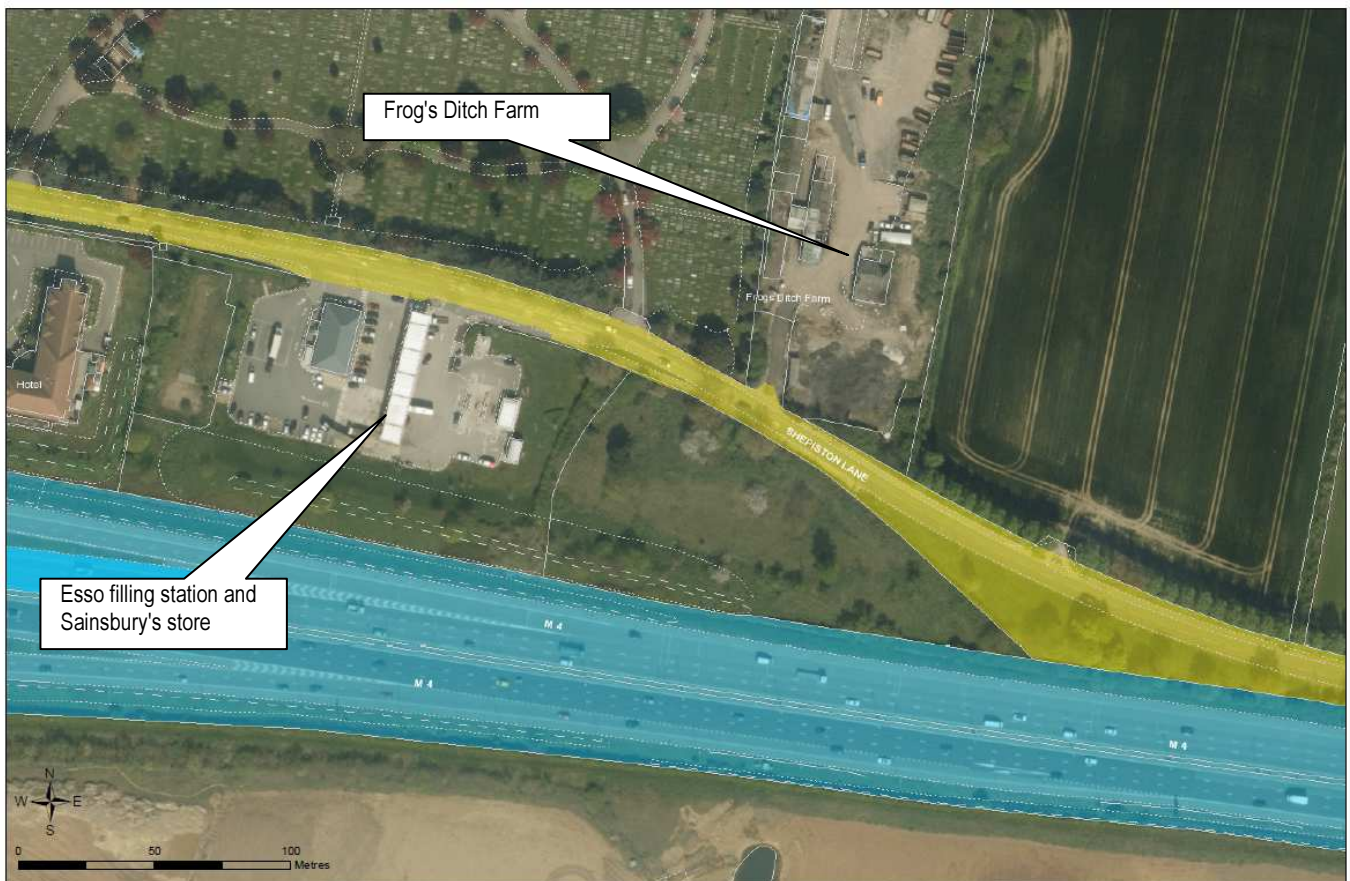


APPENDIX B: AERIAL VIEWS OF SHEPISTON LANE (with highway limits overlaid)



Map Notes

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Map Notes

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Map Notes

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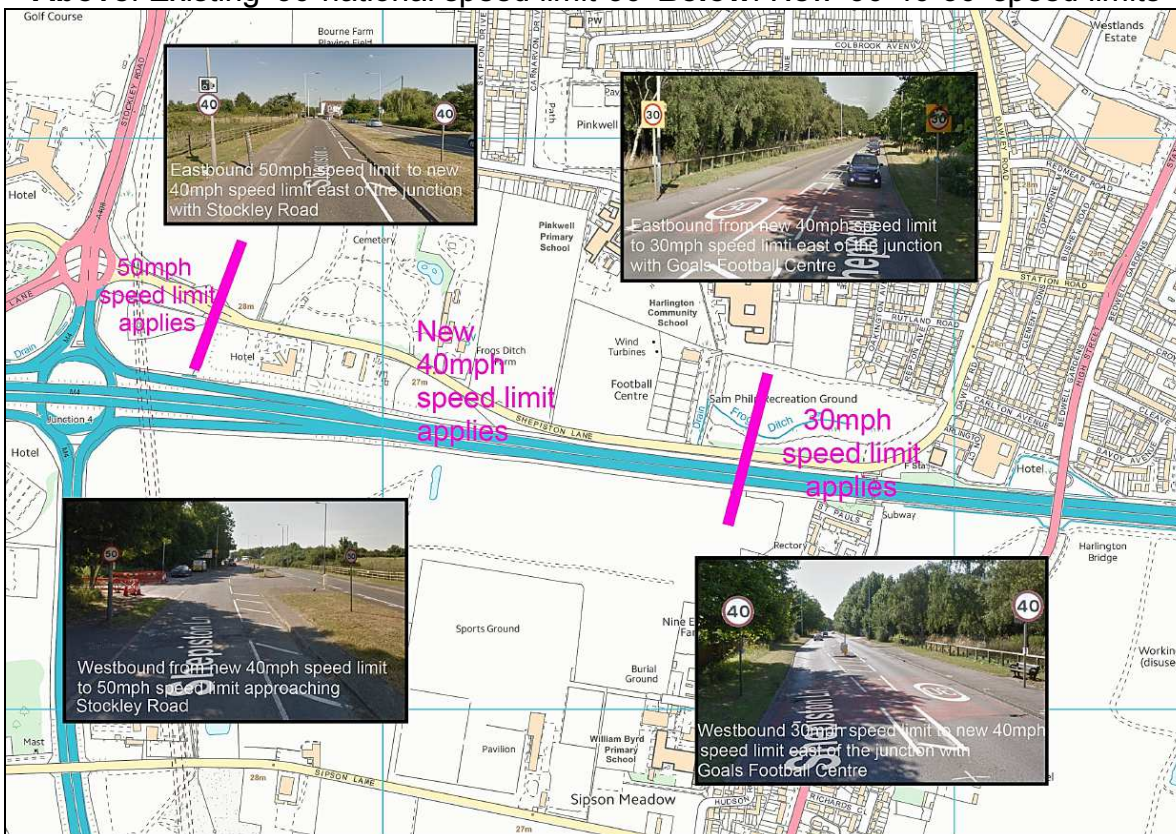
Map Notes

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APPENDIX C: GRAPHICS SHOWING EXISTING SPEED LIMITS (TOP) AND THOSE BEING IMPLEMENTED (BELOW)



Above: Existing '50-national speed limit-30' Below: New '50-40-30' speed limits



APPENDIX D: PHOTOGRAPHS SHOWING TYPICAL VIEWS ALONG SHEPISTON LANE (all looking eastwards unless noted otherwise)



Photo 1 above: view eastwards into Shepiston Lane, from a point on the Cherry Lane Roundabout. Note the semi-rural nature of the road



Photo 2 above: existing pedestrian crossing point with tactile paving at the narrow end of the triangular island leading from the Cherry Lane roundabout



Photo 3 above: short section of Centre Island/ refuge near vehicle crossing point; note the ban on U-turns



Photo 4 above: centre refuge and crossing point (allowing maintenance access to and emergency escape evacuation from the underground Heathrow Express train service tunnel). Note change of speed limit to 'national speed limit'



Photo 5 above: the change of speed limit from 50mph to 'national speed limit'. The camera sign, erected by the Police, indicates that they may choose to use mobile camera enforcement somewhere on the road ahead



Photo 6 above: view eastwards showing the 'Premier Inn' hotel on the right

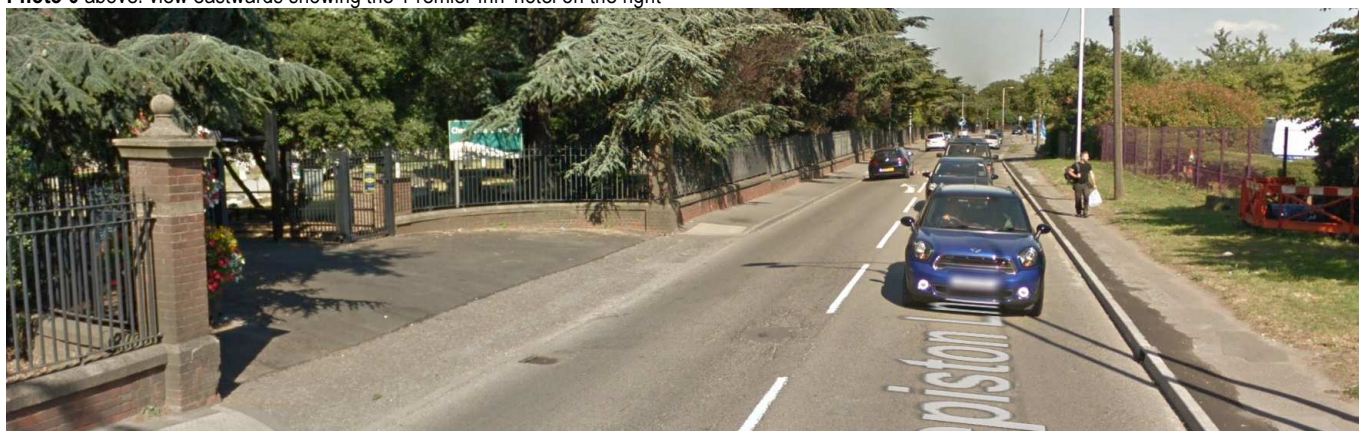


Photo 7 above: western entrance to Cherry Lane Cemetery on the left



Photo 8 above: Cherry Lane Cemetery wall and railings on left. Note start of centre hatching and 'SLOW' marking with additional red antiskid emphasis



Photo 9 above: existing traffic island to the west of the Esso filling station/ Sainsbury convenience store



Photo 10 above: western side of the Esso/ Sainsburys site, showing right turn lane into the site for eastbound traffic



Photo 11 above: Esso forecourt at right



Photo 12 above: just to the east of the eastern end of Esso forecourt there is a central traffic island



Photo 13 above: to the east of the filling station/ convenience store site, there is a filter lane for west bound traffic (the start of which can be seen on the right of this photo) and to the left, the eastern entrance to Cherry Lane Cemetery



Photo 14 above: the eastern access point for Cherry Lane Cemetery, and the bus stop used only for the 698 bus service, referenced in the main report



Photo 15 above: the 698 stop at left and in the distance, the entrance to the 'Frog's Ditch Farm' site, home to a number of businesses



Photo 16: looking east from near the entrance to Frog's Ditch Farm



Photo 17 above: continuing eastwards from the vantage point of photo 16. There is no southern footway at this point



Photo 18 above: continuing eastwards towards Hayes, with the M4 motorway close by the right



Photo 19 above: near the entrance to the 'Goals' site (in the middle distance, on the left) the centre line diverges into hatching to support a turn right lane into Goals for west bound traffic



Photo 20 above: the entrance to 'Goals'



Photo 21 above: The 'Goals' entrance (looking north into the site)



Photo 22 above: existing traffic island to the west of the 'Goals' site, with the change to a 30mph speed limit just visible in the middle distance



Photo 23 above: the start of the existing 30mph speed limit where Shepiston Lane approaches Hayes



Photo 24 above: view westbound (i.e. in the opposite direction to Photo 23) showing the existing change from 30mph to 'national speed limit'; this is shortly to change to 40mph, as explained in the body of the report



Photo 25 above: looking eastwards with bend warning sign and 'advisory speed' sign, and centre hatching introduced in 2006 (see main report)



Photo 26 above: 'school' and 'fire station ahead' warning signs; the existing signal controlled crossing (implemented in 1993 and upgraded in 2006) is visible in the middle distance



Photo 27 above: signal controlled crossing. The pedestrian guard railing here was improved in 2007



Photo 28 above: Shepiston Lane bends gradually past Hayes Fire Station, which is visible on the right centre of the photo



Photo 29 above: Mercure Hotel on the right



Photo 30 above: towards the residential areas in Pinkwell Lane and Dawley Road

APPENDIX E: EXTENT OF CARRIAGEWAY RESURFACING IN SHEPISTON LANE, 2017

