



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Public Safety & Transport

Date: WEDNESDAY, 2 JUNE 2021

Time: 7.00 PM

Venue: COMMITTEE ROOM 5 -
CIVIC CENTRE, HIGH
STREET, UXBRIDGE

**Meeting
Details:** Members of the Public and
Media are welcome to attend.
This meeting may also be
broadcast live.

You can view the agenda
at www.hillingdon.gov.uk or
use a smart phone camera
and scan the code below:



Cabinet Member hearing the petition(s):

Councillor John Riley, Cabinet Member for
Public Safety and Transport

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 24 May 2021

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Putting our residents first

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

Useful information for petitioners attending

Travel and parking

Bus routes 427, U1, U3, U4 and U7 all stop at the Civic Centre. Uxbridge underground station, with the Piccadilly and Metropolitan lines, is a short walk away. Limited parking is available at the Civic Centre. For details on availability and how to book a parking space, please contact Democratic Services.

Please enter via main reception and visit the security desk to sign-in and collect a visitor's pass. You will then be directed to the Committee Room.

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Attending, reporting and filming of meetings

For the public part of this meeting, residents and the media are welcomed to attend, and if they wish, report on it, broadcast, record or film proceedings as long as it does not disrupt proceedings. It is recommended to give advance notice to ensure any particular requirements can be met. The Council will provide a seating area for residents/public, an area for the media and high speed WiFi access to all attending. The officer shown on the front of this agenda should be contacted for further information and will be available at the meeting to assist if required. Kindly ensure all mobile or similar devices on silent mode. Please note that the Council may also record or film this meeting and publish this online.

Emergency procedures

If there is a FIRE, you will hear a continuous alarm. Please follow the signs to the nearest FIRE EXIT and assemble on the Civic Centre forecourt. Lifts must not be used unless instructed by a Fire Marshal or Security Officer.

In the event of a SECURITY INCIDENT, follow instructions issued via the tannoy, a Fire Marshal or a Security Officer. Those unable to evacuate using the stairs, should make their way to the signed refuge locations.



Agenda

- 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 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	7 pm	Vine Lane, Uxbridge - Petition Requesting A Zebra Crossing And Traffic Calming Measures	Uxbridge North	1 – 8
5	7.30 pm	Harmondsworth Village Conservation Area – Petition requesting that the speed limit on all roads within the Harmondsworth village conservation become 20mph	Heathrow Villages	9 – 14
6	8.00 pm	Hayes Town Centre - Petition requesting that formal consultation is undertaken on the introduction of a 20mph speed limit in Hayes town centre together with traffic calming measures	Botwell / Pinkwell	15 – 20

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VINE LANE, UXBRIDGE - PETITION REQUESTING A ZEBRA CROSSING AND TRAFFIC CALMING MEASURES

Cabinet Member(s)	Councillor John Riley
Cabinet Portfolio(s)	Cabinet Member for Public Safety and Transport
Officer Contact(s)	Steven Austin - Infrastructure, Transport and Building Services
Papers with report	Appendices A & B

HEADLINES

Summary	To inform the Cabinet Member that a petition has been received requesting the introduction of a Zebra Crossing close to St Andrews Road and “speed bumps” close to Sylvania Close and Chestwood Grove.
Putting our Residents First	This report supports the Council objective of Our People. The objection to the consultation will be considered in relation to the Council’s strategy for road safety.
Financial Cost	There are no direct financial implications associated with the recommendations to this report.
Relevant Policy Overview Committee	Public Safety and Transport Select Committee
Relevant Ward(s)	Uxbridge North

RECOMMENDATIONS

That the Cabinet Member:

1. **Meets and discusses with petitioners their request for a Zebra Crossing and “speed bumps” in Vine Lane, Uxbridge;**
2. **Notes the previous investigations undertaken by the specialist transport planning consultant employed by the developer of St Andrew’s Park in relation to a possible zebra crossing on Vine Lane;**
3. **Notes the informal consultation recently undertaken by the Council on possible additional traffic calming measures for Vine Lane between Blossom Way and St Andrews Road;**

4. Subject to the outcome of the discussions with petitioners decides what further action if any should be considered to address residents' concerns.

Reasons for recommendation

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

Alternative options considered / risk management

None at this stage.

Policy Overview Committee comments

None at this stage.

SUPPORTING INFORMATION

The Council received a petition submitted by residents signed under the following heading;

“Further traffic calming measures in Vine Lane

The Installation of a zebra crossing in Vine Lane adjacent to the junction of St Andrew’s Road

Installation of speed bumps in the vicinity of the mini roundabouts at Sylvana Close and Chestwood Grove to facilitate turning right out of both roads which can be quite dangerous.”

Vine Lane is a mainly residential road and provides the access to the ACS Hillingdon International School. The road has some existing traffic calming measures and a 20mph zone between the junction of Honey Hill to a point approximately 55 metres north of the junction with Cedars Drive. A location plan is attached as Appendix A to this report.

The petitioners have requested the installation of a zebra crossing close to St Andrew’s Road which is one of the access roads into the new St Andrew’s Park development which is a mixture of residential properties and a new primary school, The John Locke Academy.

As part of an independent Road Safety Audit commissioned for the former RAF Uxbridge development the possibility of a zebra crossing was investigated at the location that petitioners have mentioned in their submission. Unfortunately, due to the narrow carriageway and lack of footway on Vine Lane there is insufficient space to install the required beacons and other signage required in law to provide a zebra crossing. However, the provision of an uncontrolled crossing point at the end of a new footway created immediately south of the junction with St Andrew’s Road was recommended and subsequently installed.

As previously mentioned in this report, the section of Vine Lane that the petitioners refer to is already within a 20mph Zone and benefits from some physical traffic calming measures. As a

result of this petition, the Council commissioned further independent 24/7 traffic and speed surveys. that revealed that some vehicles were exceeding the posted speed limit.

Following detailed analysis of the data captured it was noted that some vehicles were exceeding the posted speed limit and as a result the Council's Road Safety Engineer developed proposals for further traffic calming features which take the form of speed cushions. These are as the name implies roughly square rectangular raised features that broadly resemble speed tables but have gaps to allow cyclists and emergency response vehicles to pass over or between them relatively unhindered. They also have the benefit of little adverse impact on highway drainage.

The Cabinet Member will be aware that residents in Vine Lane, Chestwood Grove and Sylvana Close have recently been consulted on these proposals and the responses are currently being analysed and the results reported separately. A plan of the latest proposals is attached as Appendix B to this report.

In conclusion, therefore, the Cabinet Member may wish to meet petitioners and discuss with them their concerns and the various options which may be open to him. Information in this report will at the same time be of use to help advise the Cabinet Member and petitioners on what has been done and what may be feasible.

Financial Implications

There are no financial implications associated with the recommendations contained within this report.

RESIDENT BENEFIT & CONSULTATION

The benefit or impact upon Hillingdon residents, service users and communities?

The recommendation will allow the concerns of petitioners to be considered in detail.

Consultation carried out or required

None at this stage.

CORPORATE CONSIDERATIONS

Corporate Finance

Corporate Finance has reviewed the recommendations to this report and concurs with the financial implications as set out above.

Legal

The Borough Solicitor confirms that there are no specific legal implications arising from this report.

Infrastructure / Asset Management

None at this stage.

Comments from other relevant service areas

None.

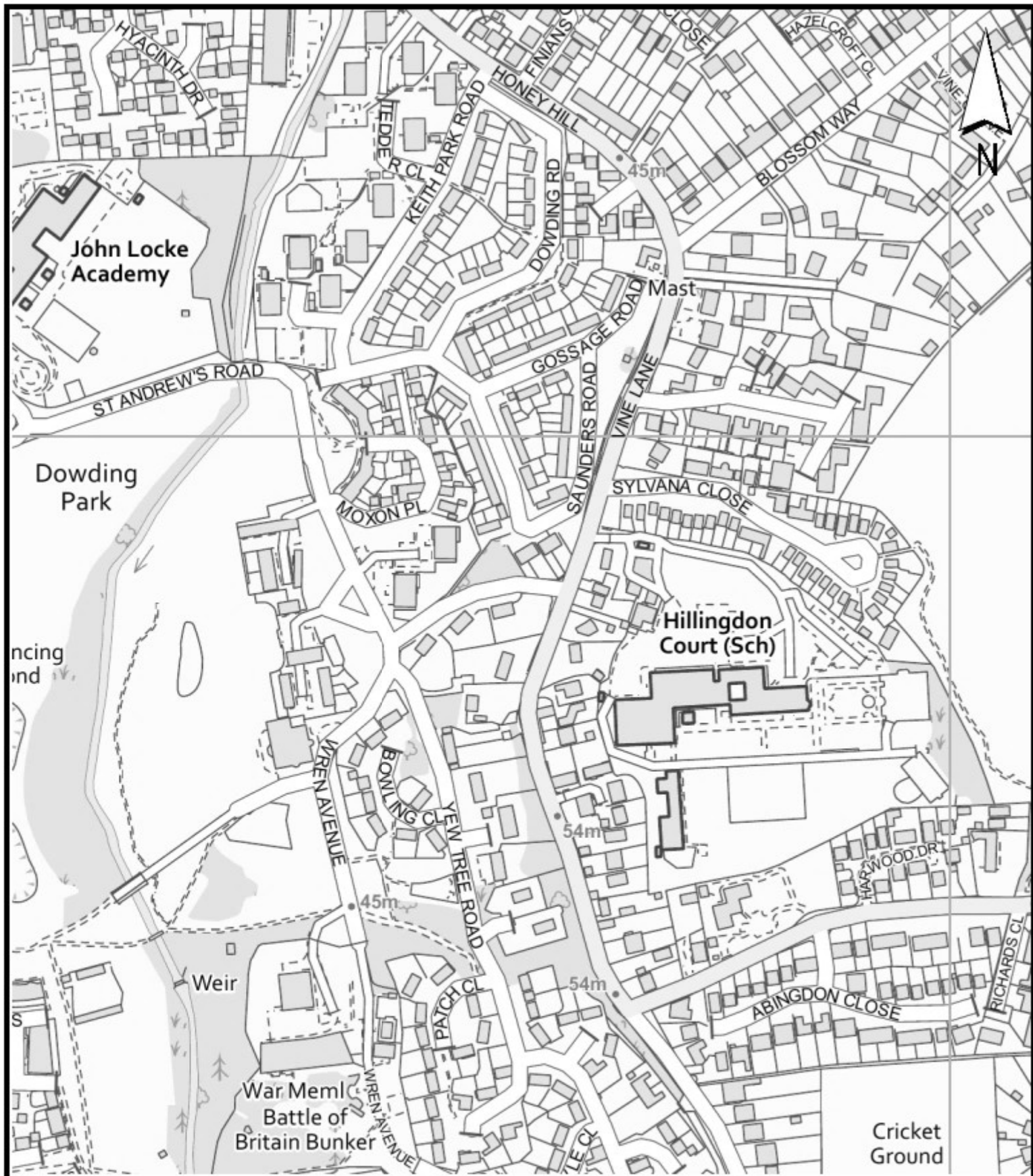
BACKGROUND PAPERS

NIL

TITLE OF ANY APPENDICES

Appendix A – Location plan

Appendix B – Plan of proposals for additional traffic calming features



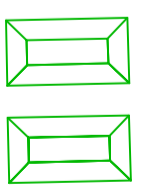
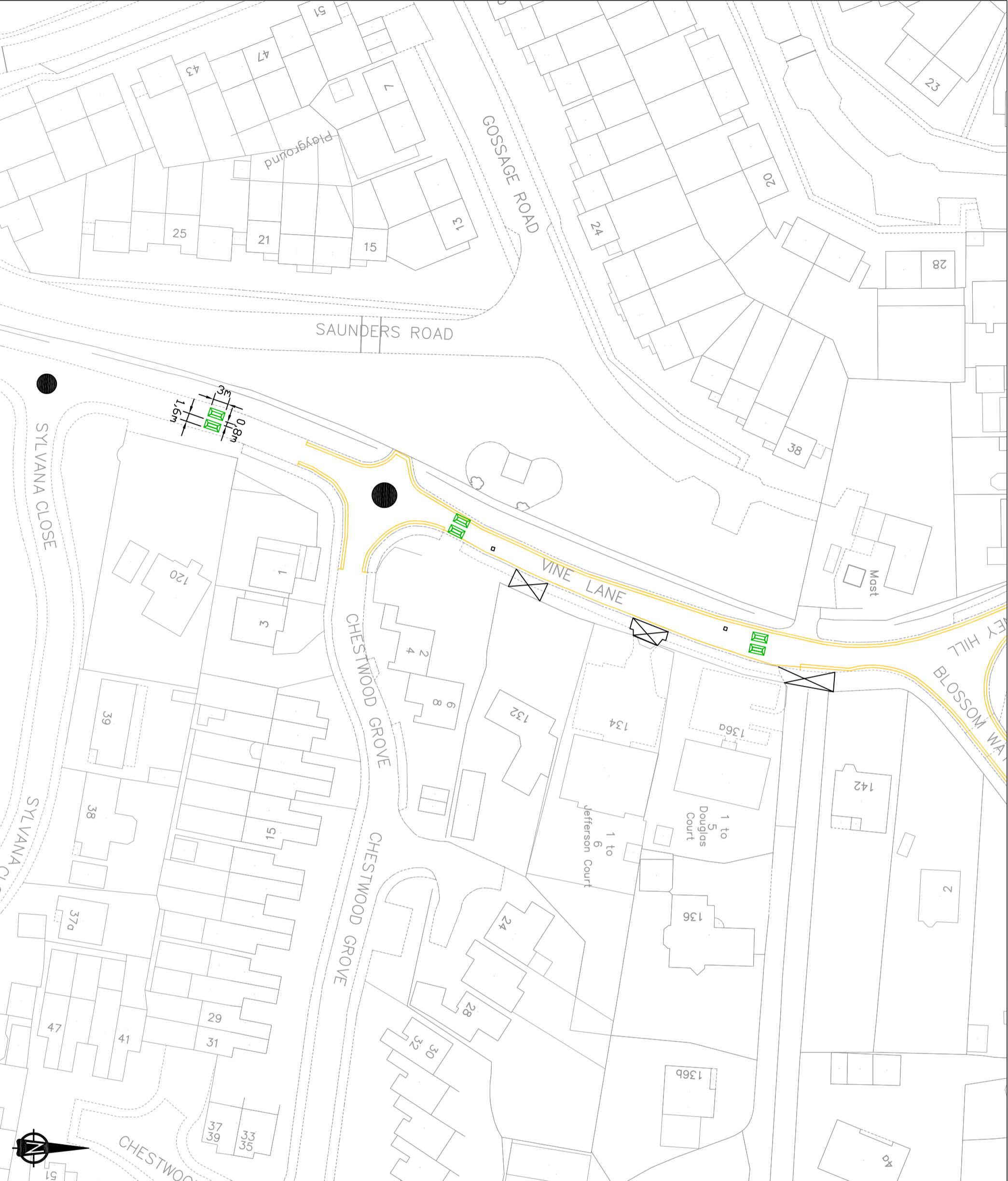
Vine Lane, Uxbridge - Location plan near St Andrew's Road

Appendix A

May 2021

Scale 1:4,000

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Install x3 sets of two speed cushions

1.6m X 3m with a 0.8m gap between them

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London Borough of Hillingdon 100019283 2020



Project
ROAD SAFETY PROGRAMME

Description
Vine Lane, Hillingdon

Scale N.T.S	Drawn CH	Checked 09/2020	Rev. A
Paper Size A3	Drawing No. RSPD1		

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Agenda Item 5

HARMONDSWORTH VILLAGE CONSERVATION AREA - PETITION REQUESTING THAT THE SPEED LIMIT ON ALL ROADS WITHIN THE HARMONDSWORTH VILLAGE CONSERVATION BECOME 20MPH

Cabinet Member(s)	Councillor John Riley
Cabinet Portfolio(s)	Cabinet Member for Public Safety and Transport
Officer Contact(s)	Dr Alan Tilly & Asif Shaikh – Infrastructure, Transport & Building Services
Papers with report	Appendix A

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition from residents requesting that the speed limit on all roads within the Harmondsworth Village Conservation Area are reduced to 20mph.
Contribution to our plans and strategies	This report supports the Council objective of Our People. The request can be considered as part of the Council's annual programme of road safety initiatives. Reducing the speed limit would be in full accordance with the Council's Transport for London Local Implementation Plan 3.
Financial Cost	Subject to the outcome of discussions with petitioners the Cabinet Member may be minded to commission speed and traffic surveys. The current cost of these is in the region of £85 per location and can be funded from within existing revenue budgets for the Transportation service.
Relevant Select Committee	Public Safety & Transport Select Committee
Ward(s) affected	Heathrow Villages

2. RECOMMENDATIONS

That the Cabinet Member for Public Safety and Transport:

- 1) meets with petitioners and listens to their concerns in regard to vehicles travelling at high speed through the High Street and it's side roads;**
- 2) subject to the outcome of the above, asks officers to undertake 24/7 traffic speed surveys along the High Street and side roads, the locations to be agreed with petitioners;**

- 3) asks officers in the Council's Transport and Town Centres Team to investigate any specific road safety concerns that petitioners may highlight along the roads identified; and
- 4) subject to the outcome of the above, instructs officers to consider any measures which could be implemented along the High Street and its side roads to address the residents' concerns, and report these back to the Cabinet Member and Ward Councillors.

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.

Select Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. An e-petition with a total of 46 valid signatures has been received by the Council.
2. The covering letter of the petition states: *'We the undersigned petition the Council to reduce the speed limit on all roads within the conservation area of Harmondsworth to a maximum limit of 20mph. The petition is raised in response to the increasing number of vehicles travelling at high speeds through the high street and side roads. Action must be taken to reduce to risk to residents and pedestrians. The desire is that all roads within the conservation area have a maximum speed limit of 20mph.'*
3. 20mph zones are generally introduced over a number of streets across an area, typically bordered by physical barriers or main roads. The boundary of the zone is marked by signs at all entry and exit points. To create a 20mph zone, it is generally recommended that if speeds are significantly above 20mph, then suitable traffic calming measures should be considered to ensure that low speeds are maintained throughout.
4. As noted, the 20mph speed limit is signed only on entering the zone and no repeater signs are strictly necessary, although in some cases repeater signs can be added if deemed beneficial, particularly if their use can help reduce confusion.
5. Typical traffic calming measures that could be provided if appropriate could include speed tables, speed cushions, pedestrian refuge islands and road narrowing. The principle is that the traffic calming slows vehicles down to speeds below the 20mph limit, and in this way the zone becomes 'self-enforcing'. Cyclists and pedestrians are given priority over cars through physical alteration to streets. In line with many other local authorities, the Council is moving towards the potential wider use of 20mph zones without significant amounts of new traffic calming, but in practice it remains important that each case is considered on its own merits, using adequate technical evidence to support the testimony of those affected.

6. All main roads in the Harmondsworth Village Conservation Area are already within a 20mph zone with the exception of the High Street and Moor Lane where the speed limit remains 30mph. The petitioners wish the 20mph zone to be extended to include these two roads and the side road leading off them namely Cambridge Close, Summerhouse Lane, School Road, Moorland Road, Saxon Way and Accommodation Lane. A plan of Harmondsworth Village Conservation Area is shown below in Appendix A.

7. The High Street is located in the centre of Harmondsworth and provides access to housing, village shops and a public house. High Street connects Hatch Lane to the east with Moor Lane to the west. Moor Lane has residential frontages on its southern side and with fields on the northern side. There are footways on the southern side only. Moor Lane is mainly a residential street connecting Accommodation Lane to the east and High Street to the west.

8. As the Cabinet Member will be aware, independent traffic surveys are a reliable and well-established means to understand the real situation on the ground. The surveys generally use special equipment, including pneumatic tubes which are mounted temporarily on the road surface, fitted transversely across the whole width of the carriageway. These devices are installed for a period of at least a week to ten days and monitor traffic movements on a '24/7' basis. The equipment is sufficiently sophisticated that not only can it record traffic speeds at any given time, it also records the size and type of vehicle, from motorcycle to large multi-axled lorry as appropriate.

9. It is therefore suggested that the Cabinet Member invites the petitioners to meet with him and state their case, and thereafter he may be minded to instruct officers to commission suitable traffic surveys at locations that can be suggested to him by petitioners and their ward councillors, at or subsequent to the meeting itself. In this way petitioners (and councillors) can be assured that the surveys should best illustrate where they believe the problems are most acute. It is normal practice to avoid times like school holidays or other times when traffic levels are lighter than normal to ensure that the surveys are truly representative of the situation on street.

10. The survey results will subsequently be reported to the Cabinet Member and ward councillors, and will be considered as part of the process of deciding the most appropriate next steps.

Financial Implications

If the Cabinet Member is minded to agree to undertake independent speed and traffic surveys the cost is usually in the region of between £80 and £85 per location which can be funded from existing revenue budgets. If works are subsequently required, suitable funding will also be identified existing from revenue budgets within the Road Safety 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

Corporate Finance has reviewed the recommendations to this report and concurs with the financial implications as set out above.

Legal

The Borough Solicitor confirms that there are no specific legal implications arising from this report.

Corporate Property and Construction

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

Relevant Service Groups

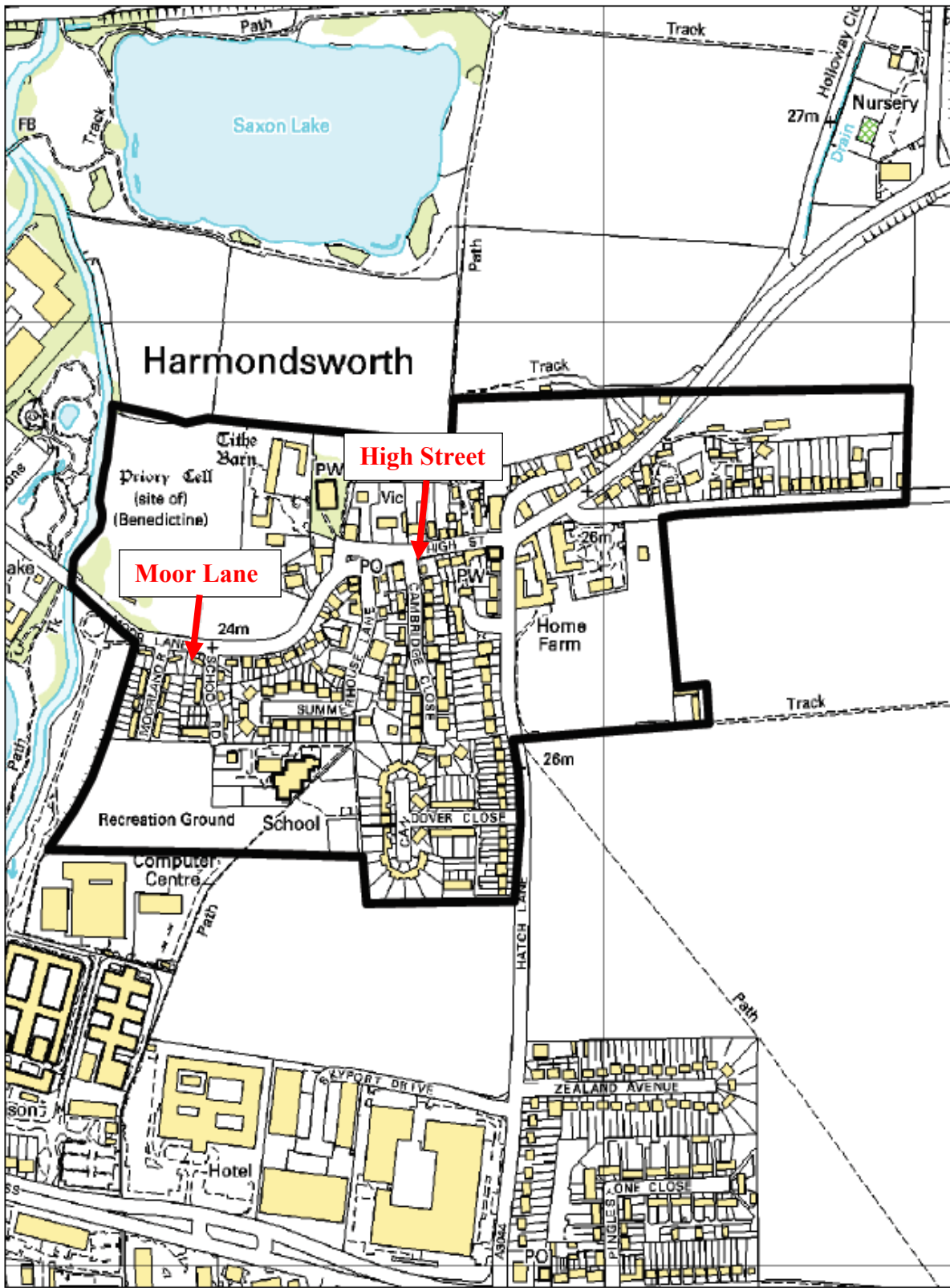
6. BACKGROUND PAPERS

Petition received

7. TITLE OF APPENDICES

Appendix A – Harmondsworth Village Conservation Area Plan

Appendix A



Harmondsworth Village Conservation Area



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Agenda Item 6

HAYES TOWN CENTRE - PETITION REQUESTING THAT FORMAL CONSULTATION IS UNDERTAKEN ON THE INTRODUCTION OF A 20 MPH SPEED LIMIT IN HAYES TOWN CENTRE TOGETHER WITH TRAFFIC CALMING MEASURES

Cabinet Member(s)	Councillor John Riley
Cabinet Portfolio(s)	Cabinet Member for Public Safety and Transport
Officer Contact(s)	Dr. Alan J Tilly – Infrastructure, Transport & Building Services
Papers with report	None

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition from residents requesting that formal consultation is undertaken as a matter of urgency on the introduction of a 20mph speed limit together with other traffic calming measures in Hayes town centre.
Contribution to our plans and strategies	This report supports the Council objective of Our People. The request can be considered as part of the Council's annual programme of road safety initiatives. Reducing the speed limit would be in full accordance with the Council's Transport for London Local Implementation Plan 3.
Financial Cost	Subject to the outcome of discussions with petitioners the Cabinet Member may be minded to commission speed and traffic surveys. The current cost of these is in the region of £85 per location and can be funded from within existing revenue budgets for the Transportation service.
Relevant Select Committee	Public Safety and Transport Select Committee
Ward(s) affected	Botwell and Pinkwell

2. RECOMMENDATIONS

That the Cabinet Member for Public Safety and Transport:

- 1) Meets with petitioners and listens to their concerns in regard to inconsiderate drivers along Blyth Road, Botwell Common Road, Botwell Lane, Clayton Road, Dawley Road, Millington Road, Nestles Avenue, Nield Road, North Hyde Road, Printing House Lane, Redmead Road, St Anselm's Road, Station Road and Trevor Road;

- 2) **Subject to the outcome of the above, asks officers to undertake 24/7 traffic speed surveys in suitable locations within the above road network, as agreed with petitioners and local ward councillors;**
- 3) **Asks officers in the Council's Transport and Town Centres Team to investigate any specific road safety concerns that petitioners may highlight along the roads identified;**
- 4) **Subject to the outcome of the above, instructs officers to consider appropriate measures which could be implemented as appropriate in the road network concerned, and reports back to the Cabinet Member on the findings, including projected costs;**
- 5) **Subject to the outcome of (4) asks officers to investigate suitable sources of funding to support the implementation of a suitable scheme;**
- 6) **Notes that any physical traffic calming measures would normally also need to be the subject of appropriate statutory consultation.**

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. An e-petition with a total of 141 signatures has been received by the Council, submitted by a Botwell Ward Councillor as the lead petitioner. The petition states "*we the undersigned petition Hillingdon Council to request more action by Hillingdon Police to catch and charge those responsible. Formal consultation by Hillingdon Council as a matter of urgency on the introduction of a 20mph limit and other traffic calming measures*".

2. The justification for the petition is that residents "*deplore the use of roads in and around Hayes Town Centre by inconsiderate drivers who frequently drive at excessive speeds, often late at night and in the early hours of the morning. We believe that this anti-social behaviour is not only a threat to life and limb but also to physical and mental health because of excessive noise and air pollution*".

3. The Cabinet Member will note the specific exhortation for the Council to '*request more action by the police*' and whilst the Council clearly maintains a very positive and wide-ranging dialogue with police colleagues, from the Borough Commander downwards, the Cabinet Member

may wish to point out that the actual prioritisation and deployment of police resources is not within the Council's gift.

4. Many activities undertaken by the Police can only be managed by them, such as enforcement of speeding and the deployment of speed enforcement equipment. This is because speeding is an endorsable offence which may result in points on a driver's licence as well as penalties defined in law, and in some cases a Court appearance, and the Council does not have the necessary powers to mirror those of the Police.

5. There is also a common public misunderstanding about 'safety cameras' with a belief by many that they are operated by the Council. In Greater London, such devices (fixed or mobile) are operated by a consortium which includes the Metropolitan Police, Transport for London, Her Majesty's Courts and London Councils (the latter the body which looks after many aspects of common interest to the 33 local authorities in Greater London). Furthermore, this consortium presently only considers new fixed cameras at locations where there is already a high level of recurring serious or fatal road traffic collisions. In simple terms, therefore, whilst the Council can lobby for safety cameras where the criteria are appropriate, it does not own, install or maintain them.

6. Having explained the situation with regard to speed enforcement devices, it is worth noting that the Council is able to use devices known as 'vehicle activated signs' which use radar type equipment to detect the speed of approaching vehicles, and will flash a suitable warning message to any drivers exceeding the posted speed limit. These signs can be used as part of a road safety response to a speeding problem, but it is important to appreciate that they are advisory only.

7. 20mph speed limits aim to improve the safety and quality of life for local people by promoting more considerate driving. They may be introduced on a section of road, a single street or multiple streets across a small area. The limit is signed at the beginning and end together with repeater signs at regular intervals.

8. A similar way of calming the speed of traffic to improve the safety and quality of life for local people is by the creation of a 20mph zone.

9. 20mph zones are generally introduced over a number of streets across an area, typically bordered by physical barriers or main roads. The boundary of the zone is marked by signs at all entry and exit points. To create a 20mph zone, it is generally recommended that if speeds are significantly above 20mph, then suitable traffic calming measures should be considered to ensure that low speeds are maintained throughout.

10. As noted, the 20mph speed limit is signed only on entering the zone and no repeater signs are strictly necessary, although in some cases repeater signs can be added if deemed beneficial, particularly if their use can help reduce confusion.

11. Typical traffic calming measures that could be provided if appropriate could include speed tables, speed cushions, pedestrian refuge islands and road narrowing. The principle is that the traffic calming slows vehicles down to speeds below the 20mph limit, and in this way the zone becomes 'self-enforcing'. Cyclists and pedestrians are given priority over cars through physical alteration to streets.

12. In line with many other local authorities, the Council is moving towards the potential wider use of 20mph zones without significant amounts of new traffic calming, but in practice it remains important that each case is considered on its own merits, using adequate technical evidence to support the testimony of those affected.

13. All the roads listed by the petitioners are situated either within or on the edge of Hayes Town Centre and pass through busy built-up areas. With the exception of Millington Road, all roads have residential frontages suggesting that these are places where there will be a significant number of pedestrians and cyclists moving around. Speeding traffic presents a road safety risk to these vulnerable road users.

14. Some of the roads mentioned by the petitioners already have 20mph speed limits. These roads are along Botwell Common Road between Printing House Lane and Compton Road and the town centre section of Station Road. Parts of Millington Road has a 15mph speed limit. All the roads other roads have a 30mph speed limit. Botwell Lane, Dawley Road, North Hyde Road and Station Road form part of the Council's Classified Route Network and are bus routes. Botwell Common Road and Botwell Lane are also bus routes.

15. As the Cabinet Member will be aware, independent traffic surveys are a reliable and well-established means to understand the real situation on the ground. The surveys generally use special equipment, including pneumatic tubes which are mounted temporarily on the road surface, fitted transversely across the whole width of the carriageway. These devices are installed for a period of at least a week to ten days and monitor traffic movements on a '24/7' basis. The equipment is sufficiently sophisticated that not only can it record traffic speeds at any given time, it also records the size and type of vehicle, from motorcycle to large multi-axled lorry as appropriate.

16. It is therefore suggested that the Cabinet Member invites the petitioners to meet with him and state their case, and thereafter he may be minded to instruct officers to commission suitable traffic surveys at locations that can be suggested to him by petitioners and their ward councillors, at or subsequent to the meeting itself. In this way petitioners (and councillors) can be assured that the surveys should best illustrate where they believe the problems are most acute. It is normal practice to avoid times like school holidays or other times when traffic levels are lighter than normal to ensure that the surveys are truly representative of the situation on street.

17. The survey results will subsequently be reported to the Cabinet Member and ward councillors, and will be considered as part of the process of deciding the most appropriate next steps.

18. If speeding is shown to be a problem along some or all of the roads listed, the normal procedure is to undertake informal consultation with local residents asking them if they would support the introduction of 20mph speed limits or the creation of a 20mph zone. If these proposals are supported, then formal consultation is then carried out as part of the legal Traffic Order making process needed to allow the speed limit to be changed and become legally enforceable.

19. Funding for the implementation of the scheme may be sought from various sources, such as Transport for London or in many cases from developer contributions. Further work will be undertaken by officers in discussion with the Cabinet Member if and when the circumstances dictate.

Financial Implications

If the Cabinet Member is minded to agree to undertake independent speed and traffic surveys the cost is usually in the region of between £80 and £85 per location which can be funded from existing revenue budgets. If works are subsequently required, suitable funding will also be identified existing from revenue budgets within the Road Safety 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

Corporate Finance has reviewed the recommendations to this report and concurs with the financial implications as set out above.

Legal

The Borough Solicitor confirms that there are no specific legal implications arising from this report.

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

Petition received

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