

CAREW ROAD, NORTHWOOD- PETITION AGAINST THE PROPOSED TRAFFIC CALMING MEASURES

Cabinet Member(s)	Cllr Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation & Recycling
Officer Contact(s)	Caroline Haywood Planning, Environment, Education and Community Services
Papers with report	Appendices A - E

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that a petition has been received against the proposed traffic calming measures in Carew Road, Northwood. This must be considered by the Council before a final decision can be made on the proposal.
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 none associated with this report
Relevant Policy Overview Committee	Residents & Environmental Services
Ward(s) affected	Northwood

2. RECOMMENDATION

That the Cabinet Member:

1. Meets and discusses with petitioners their concerns with the proposed traffic calming measures for Carew Road.
2. Notes that two separate petitions have been received from residents, one against and one for the proposed traffic calming measures.
3. Notes the outcome of an informal consultation and traffic survey undertaken.
4. Subject to the concerns raised by petitioners, asks officers to conduct a review of the proposed traffic calming measures under the Road Safety Programme and report back to the Cabinet Member.

Reasons for recommendation

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

Alternative options considered / risk management

These can be identified from the discussions with the petitioners.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 49 signatures has been submitted to the Council from residents living in Carew Road and Maycock Grove asking for the proposed traffic calming scheme with two zebra crossings to be withdrawn. The petitioners state that *“Carew Road is not in need of traffic calming measures; we wish to stress that there is only a brief time in the morning and afternoon when there is any volume of traffic at all in Carew Road, and at these times the road is gridlock anyway, so all of these measures will be entirely superfluous”* The petitioners also state the measures will have *“a detrimental effect on residents, particularly those living adjacent to the tables, who will suffer increased road noise, especially in view of the number of lorries making school deliveries. All the extra road markings and street furniture would be detrimental to the look of the conservation area and would completely change the character of the road.”*
2. Carew Road is within Northwood Ward and is mainly residential with entrances to two schools, Frithwood Primary School and St Helen’s School. Carew Road is included in ‘Northwood Parking Management Scheme, Zone N’ and is operational from 1pm – 2pm Monday to Friday with designated parking areas. A plan of the area is attached as appendix A.
3. For the Cabinet Member’s information, part of Carew Road between its junction with Eastbury Road and the entrance to Frithwood Primary School lies within a conservation area.
4. In 2010 the council received a request through the Council’s Road Safety Programme for measures to improve crossing facilities and to slow traffic down. The request was from a parent of a pupil who attends St Helen’s School and who was struck by a vehicle whilst crossing Carew Road close to its junction with Eastbury Road. St Helen’s school and Frithwood Primary School have also undertaken studies with assistance from the Council, which looked at the travel pattern of pupils and explored ways to make more sustainable and safe journeys to school. A zebra crossing and traffic calming measures were key elements of both their School Travel Plans.
5. The Transport for London (TfL) funded “School Travel Plan” (STP) programme is a road safety based initiative that draws upon school concerns to develop measures that benefit pupils in their journey to and from school. All schools in Hillingdon that participate in the STP programme, with help from the Council’s Road Safety and School Travel Plan Team, generate their own action plans which are used as the basis for bids to TfL for funds for road safety engineering projects.
6. Officers undertook an investigation into the feasibility of installing traffic calming measures in Carew Road and met with parents and the Deputy Head of St Helen’s School. As part of the investigation a parking stress survey was undertaken and officers observed that outside the operational time there were six permit holders and 11 non

permit holders parked within the bays and during 1pm and 2pm seven permit holders were parked within the bays.

7. During site visits at the morning peak, vehicles were observed parking as close as possible to both of Frithwood Primary School gates on both sides of the road. These vehicles were restricting vehicle flows, access for through traffic and particularly outside the pedestrian entrance parked vehicles severely reduced the visibility of children crossing the road. Outside of these hours the road is clear with very little evidence of parked vehicles.
8. A proposal was designed to introduce a 20mph speed limit, two raised zebra crossings (one outside each school), five raised tables along the length of Carew Road, 'at any time' waiting restrictions on the vehicle entrance to Frithwood Primary School and a reduction to five of the existing residents parking places. A plan of the proposal is attached as Appendices B - C.
9. The Council then undertook an informal consultation from 3rd – 24th April 2012 with the residents of Carew Road and Maycock Grove on the proposed scheme.
10. The results of the informal consultation were as follows:

Road	Fully support	Fully Disagree	20mph only	zebra only	No. Delivered	No. Returned
Carew Road	13	14	3	1	66	31
Maycock Grove	10	4	2	1	29	14
Viceroy Court	0	4	3	0	24	4
Gladesmere Court	4	1	0	2	15	5
Watford Road	1	1	0	0	4	2
Sentis Court	2	3	3	5	28	5
Total	30	27	11	9	166	61

11. The Council also received 24 emails from parents of Frithwood Primary School in support of the proposed scheme. Seven of these parents walk their children to school and other parents would like to walk but feel it is unsafe at present.
12. The comments received during the consultation showed a narrow majority of residents as a whole supported a scheme of some kind, but views were evenly divided in Carew Road. Some residents agreed with a 20 mph speed limit but not the raised tables.
13. The Council undertook a 24hour / seven day speed and volume survey from 11th – 24th June 2012. The survey equipment was damaged in the eastern end of Carew Road and was left in place for a further week. The results of the survey showed that the majority of vehicles were travelling between 20 and 30 mph. However, it did show there are vehicles exceeding the 30mph speed limit. Vehicles were found to be travelling faster in the Eastbury Road end of Carew Road. There were on average between 500 and 600 vehicles using Carew Road every day in each direction during the week, with between 200 and 300 vehicles at the weekend. The results show that some form of traffic calming measures would benefit Carew Road by helping to reduce vehicle speeds overall.

14. The police reported personal injury accident data records for the 36 month period ending March 2012 shows there have been two accidents. One accident was at the junction of Carew Road with Eastbury Road, where a vehicle taking a pupil to school hit a child who was crossing Eastbury Road while it was turning right out of Carew Road. The second accident occurred in Carew Road by Frithwood School, where a child broke away from the parent's hand and ran into the road and collided with a car.
15. The Cabinet Member will be aware of the counter petition supporting the proposed traffic calming measures and zebra crossings in Carew Road, which will be reported separately.
16. In light of the fact that there are two petitions expressing opposing views, it is suggested that the Cabinet Member meets with both sets of petitioners to establish if there is common ground and to help inform his separate deliberations on the proposals. The Cabinet Member may in particular value the knowledge and views of the local Ward Councillors.

Financial Implications

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

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

The recommendations will identify the extent of the petitioners concerns and look at possible solutions to mitigate these.

Consultation Carried Out or Required

The informal consultation was carried out from 3rd – 24th April 2012. Ward councillors have also been consulted and are in support of the proposal.

5. CORPORATE IMPLICATIONS

Corporate Finance

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

Legal

There are no special legal implications for the proposal, 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 and factual 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.

Accordingly, the Council must balance the concerns of the objectors with its statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

Should the outcome of the informal discussions with petitioners require that Officers include the Petitioners request in a subsequent review of possible options under the Council's Road Safety Programme and a consultation be carried out when resources permit there will need to be consideration of the Road Traffic Regulation Act 1984, the Traffic Signs Regulations and General Directions 2002, which govern road traffic orders, traffic signs and road markings. If specific advice is required in relation to the exercise of individual powers Legal Services should be instructed.

Corporate Property and Construction

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

6. BACKGROUND PAPERS

- Consultation letter 3rd April 2012
- Petition received: 25th April 2012
- Speed data results: 11th – June 2012
- Counter petition received : 19th June 2012