

PARK LANE / PARK ROAD / KINGSHILL AVENUE, HAYES - PETITION REQUESTING TRAFFIC CALMING MEASURES

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 requesting traffic calming measures in Park Lane, Park Road and Kingshill Avenue, Hayes
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	None associated with this report
Relevant Policy Overview Committee	Residents' & Environmental Services
Ward(s) affected	Charville

2. RECOMMENDATION

That the Cabinet Member:

- 1. Meets and discusses with petitioners their request for traffic calming measures in Park Lane.**
- 2. Subject to the concerns raised by petitioners and the results of recent speed surveys, considers instructing officers to add the request to the Road Safety Programme for further investigation into possible traffic calming measures when resources permit.**

Reasons for recommendation

The petitioners are concerned with the speed of vehicles in their road. The recommendations will explore the extent of their concerns and look at possible solutions to mitigate these concerns.

Alternative options considered / risk management

No other options have been considered, as the recommendations ask officers to gather further information before considering feasible solutions.

Policy Overview Committee comments

None at this stage

3. INFORMATION

Supporting Information

1. A petition with 29 signatures has been submitted to the Council under the following heading *'requesting a meeting with the Cabinet Member, for traffic calming measures to be introduced into Park Road, the length of Park Lane and with the possibility of including Kingshill Avenue. The unacceptable volume and speed of the traffic poses an imminent danger to all residents young and old alike.'*
2. The petition has been signed by residents of Park Lane, Haven Close and a police officer from Charville Safer Neighbourhood Team.
3. Park Lane is a residential road and is used as a secondary route to Hayes Park School and Kingshill Avenue shops. The primary route servicing the school is Lansbury Drive. From Park Lane there is access to Hayes Park Industrial Estate which comprises of five business units. Although this entrance is not used by lorries, it does provide access for cars and bicycles. Park Lane is split onto two sections by a roundabout leading to Balmoral Drive. Park Lane leads into Kingshill Avenue where the road bends at its most northerly point. A plan of the area is shown at Appendix A of this report.
4. Park Lane is a relatively wide road with vehicles allowed to park with two wheels on the footway since 1991 following a petition from residents. The road is heavily parked throughout the day even though a high number of properties have off street parking.
5. The police reported personal injury accident data records for the 36 month period ending in June 2012 shows there have been no accidents in Kingshill Avenue (between Park Lane and Frogmore Avenue), or Park Road (between Park Lane and Uxbridge Road) or Park Lane.
6. In response to previous requests for traffic calming measures in the southern section of Park Lane between Balmoral Drive and Park Road, the Council undertook an independent speed survey. Initial investigations showed vehicles were exceeding the speed limit in this section of Park Lane. The result of the survey showed that northbound the 85%ile speed was 35mph and southbound it was 38mph. This is the speed that 85 percent of vehicles are travelling at or below. Proposals for traffic calming were subsequently developed upon which the Council has informally consulted the residents of Park Lane between Balmoral Drive and Park Road.
7. As the petitioners appear to have referred to the full length of Park Lane, their input will allow the Council to establish to what extent the draft measures which are already under development could be extended along the remainder of Park Lane.

8. The Cabinet Member will be further aware that officers are in regular communication with counterparts within the Police 'Safer Neighbourhood Team' (SNT) who are able to investigate issues of community concern and share their findings with the Council. This report will be shared with the Charville SNT and their further input sought in the development of any measures deemed appropriate under the Road Safety Programme.

9. The Cabinet Member may wish to ask the petitioners to suggest any measures they feel would be supported by residents.

Financial Implications

There are none associated with the recommendations in this report.

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 concerns.

Consultation Carried Out or Required

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

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and confirms that there are no direct financial implications arising from the recommendations 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, 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. 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 and other possible options in the Road Safety Programme there will need to be consideration of Highways Act 1980, 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

No comments at this stage

Relevant Service Groups

6. BACKGROUND PAPERS

- Petition received: 14th June 2012