

ROYAL LANE, HILLINGDON - PETITION REQUESTING TRAFFIC CALMING MEASURES

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation and Recycling
Officer Contact(s)	Catherine Freeman Residents Services
Papers with report	Appendix A - Location Plan

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition asking for traffic calming measures on Royal Lane between the junctions with Hillingdon Hill and Pield Heath Road, Hillingdon
Contribution to our plans and strategies	The request can be considered as part of the Council's Road Safety Programme.
Financial Cost	There are no direct costs associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents' & Environmental Services
Ward(s) affected	Brunel Ward

2. RECOMMENDATION

That the Cabinet Member:

- 1. Meets with petitioners and considers their request for traffic calming measures in Royal Lane, Hillingdon.**
- 2. Subject to the above, asks officers to undertake a 24 hour / 7 day vehicle speed and volume survey at locations on Royal Lane to be agreed with the petitioners and to report the results back to the Cabinet Member and Local Ward Councillors.**
- 3. Subject to the above, considers adding Royal Lane to a future phase of the Council's Vehicle Activated Signs programme.**

4. Subject to the above asks officers to add the petitioners' request to the Council's Road Safety Programme for further investigation into possible traffic calming 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 34 signatures requesting traffic calming measures on Royal Lane between Hillingdon Hill and Pield Heath Road, Hillingdon has been submitted to the Council. The signatures are mainly by residents of Royal Lane and surrounding roads but the petition has also been signed by residents from the Cowley area.
2. The northern section of Royal Lane links Hillingdon Hill with Pield Heath Road and is a route used by vehicles travelling to and from Hillingdon Hospital. The Hospital's incinerator plant can be accessed by authorised vehicles via Kirby Way which is a private side road adjoining this section of Royal Lane. In addition, Bishopshalt School is located on the eastern side of Royal Lane, south of the junction with Hillingdon Hill. A location plan is attached as Appendix A to this report.
3. The petitioners have stated that they are concerned about the continuous speed, volume and noise of traffic as well as accidents on this section of Royal Lane. The petition includes photographs showing damage to a vehicle involved in a recent collision and also lists the petitioners' suggestions for possible traffic calming measures on the highway including; width restrictions, 20mph speed limit, speed ramps, speed cameras, one way working and a pedestrian crossing outside Bishopshalt School. The petitioners have also put forward suggestions to re-locate or change the access to the incinerator plant. As the Cabinet Member will be aware this would be a planning matter between Hillingdon Council and Hillingdon Hospital and is outside of the remit of this report.
4. As the Cabinet Member will also be aware, the Council has been actively working with Bishopshalt School to investigate requests for improving road safety in Royal Lane as identified in their School Travel Plan. In response, the Council developed a proposal to install a new zebra crossing on Royal Lane outside the southern entrance to the school and works have recently been completed on site. In addition, the Council is proposing to improve street lighting on Royal Lane between Hillingdon Hill and Colham Road as well as investigating a request to alter the kerb alignment at the northern entrance to the School to help address parking and road safety issues.

5. Investigations for the new zebra crossing on Royal Lane included the commissioning of independent 24 hour / 7 day vehicle speed and volume surveys at four locations along Royal Lane between the junctions with Hillingdon Hill and Pield Heath Road. The speed surveys were undertaken during September 2013 and analysis of the results indicated 85th percentile speeds of 31 - 34 mph on this section of Royal Lane. The speed survey results did not support the installation of additional physical traffic calming measures on Royal Lane at that time. However, it is recommended that the Cabinet Member asks officers to commission further independent 24 hour / 7 day vehicle speed and volume surveys at locations agreed with petitioners to enable these results to be compared with the surveys undertaken last year.
6. Analysis of the latest available Police recorded personal injury accident data for the three year period ending April 2014 has shown that there have been three accidents on Royal Lane between the junctions with Hillingdon Hill and Pield Heath Road involving slight injuries. One of these was a loss of control type accident involving a motorcyclist on Royal Lane near the junction with Hillingdon Hill. The second accident involved a vehicle turning right out of The Chantry which collided into the path of a southbound vehicle. The third accident took place at the junction of Royal Lane and Colham Road which involved a pedestrian walking into the road and being hit by a south-westbound vehicle. Officers are currently liaising with the Metropolitan Police regarding the recent report of a collision in Royal Lane.
7. The Council has invested in a number of Vehicle Activated Signs (VAS), which flash a warning sign to motorists exceeding the speed limit. These signs have been found to be most effective if they are installed at key sites, left in place for three months and then moved to another site. Royal Lane has previously been added to the Council's VAS programme and it is recommended that the Cabinet Member considers including this road in a future phase of the programme.
8. In conclusion therefore it is recommended that the Cabinet Member invites the petitioners to meet with him at the Civic Centre in order to hear their concerns and suggestions.

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 contained therein.

Legal

There are no special legal implications with the Cabinet Member to meet and discuss with petitioners their request for traffic calming measures in Royal Lane, Hillingdon and to consider the recommendations 2-4 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.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Nil.