

# ORWELL CLOSE AND BOTWELL COMMON ROAD, HAYES - PETITION REQUESTING ROAD SAFETY MEASURES

<b>Cabinet Member(s)</b>	Councillor Keith Burrows
<b>Cabinet Portfolio(s)</b>	Planning, Transportation and Recycling
<b>Officer Contact(s)</b>	Catherine Freeman Residents Services
<b>Papers with report</b>	Appendices A - Location plan

## 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition requesting road safety measures on Orwell Close and Botwell Common Road.
<b>Contribution to our plans and strategies</b>	The request can be considered as part of the Council's Road Safety Programme.
<b>Financial Cost</b>	There are no direct costs associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents' & Environmental Services.
<b>Ward(s) affected</b>	Botwell Ward

## 2. RECOMMENDATION

That the Cabinet Member:

1. **Meets with petitioners and considers their concerns regarding road safety on Orwell Close and Botwell Common Road.**
2. **Subject to the above, asks officers to undertake classified traffic volume and speed survey(s) at location(s) to be agreed with the petitioners and the relevant Ward Members .**
3. **Subject to the above, considers adding Botwell Common Road to future phases 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.**

## 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 26 valid signatures been submitted to the Council from residents of Orwell Close requesting road safety measures in Orwell Close and Botwell Common Road, Hayes.
2. Botwell Common Road has residential properties on its northern side and is served by the U5 Bus Route. Orwell Close is located on the northern side of Botwell Common Road and consists of sheltered housing accommodation. A location plan is attached as Appendix A to this report.
3. The petition makes reference to an accident involving four residents of Orwell Close which took place on 31 October 2014 and states. The petition states *"We the tenants of Orwell Close sign the below petitions:-*
  - *We request double yellow lines on Orwell Close, to stop drivers of vans and cars from parking on Orwell Close and obscuring the views of drivers and pedestrians leaving the sheltered scheme, which is partly the cause of the accident.*
  - *We are also petitioning that road bumps are placed along Botwell Common Road to prevent drivers from speeding along the road, so close to a primary school and our sheltered scheme .*
  - *We also petition that a Zebra crossing [is installed] by the bus stop adjacent to the scheme so that we can cross the road safely to take the bus or when we get off the bus to return home."*
4. Analysis of the latest available Police recorded personal injury accident data for the three year period ending August 2014 has shown that there have been four accidents along Botwell Common Road. One accident took place within a 100 metre radius of the junction of Botwell Common Road and Orwell Close and the driver was found to be intoxicated.
5. Officers have been liaising with the Police regarding the accident which took place on 31 October 2014 which had involved minor injuries.
6. 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. Botwell Common Road has previously been added to the Council's VAS programme and a sign has been installed at its junction with The Crossway. It is recommended that the Cabinet Member considers including this road in a future phase of the programme.

7. To assist with investigations concerning the speed of vehicles using Botwell Common Road, it is recommended that the Cabinet Member considers asking officers to commission independent 24 hour / 7 day vehicle speed and classification surveys at locations agreed by the petitioners and relevant Ward Councillors.

8. It is therefore recommended that the Cabinet Member meets the petitioners and listens to their concerns and decides if this report should be added to the Council's Road Safety Programme for further investigation.

### **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 notes that there are no direct financial implications associated with the recommendations outlined 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 add the request to the Council's overall Road Safety Programme for subsequent investigation 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 Legal Services should be consulted.

### **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**

Petition received.