

WHITETHORN AVENUE, YIEWSLEY - PETITION REQUESTING MEASURES TO ADDRESS SPEEDING PROBLEMS

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation and Recycling
Officer Contact(s)	Gordon Hill, Residents Services Directorate
Papers with report	Appendix A - Area Plan Appendix B - Location of Speed Detection Equipment

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition from residents of Whitethorn Avenue.
Contribution to our plans and strategies	The request can be considered as part of the Council's road safety strategy.
Financial Cost	There are none associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward(s) affected	Yiewsley

2. RECOMMENDATION

That the Cabinet Member:

- 1. Meets and discusses with petitioners their concerns with the speed of traffic in Whitethorn Avenue.**
- 2. Notes the Council has undertaken an independent traffic and speed survey at three locations in Whitethorn Avenue and advises the petitioner of the results of these surveys, which show that the 85% percentile speeds are significantly below the posted speed limit.**
- 3. Considers instructing officers to refer the concerns of the petitioners regarding anti-social behaviour by a minority of road users to the local police, in order that the police may in turn consider their own investigations and possible ad-hoc enforcement activity if and when their resources permit.**

Reasons for recommendation

Discussions with the petitioners will allow the Cabinet Member to fully understand their concerns.

Alternative options considered / risk management

None at this stage

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition, signed by 36 residents of Whitethorn Avenue, Yiewsley has been received by the Council. In an attached email, the lead petitioner asks for measures to reduce the speed and associated noise of traffic from Cornerstone Centre to Poplar Avenue.
2. Whitethorn Avenue is a mainly residential road that loops around to link Yew Avenue to Horton Road. A plan of the area is attached as Appendix A. As will be seen from the plan, Whitethorn Avenue is not a direct through-route and therefore does not, for example, provide an especially convenient link between Horton Road and Falling Lane. Therefore it seems most likely that the majority of traffic using Whitethorn Avenue will be associated with residents and their visitors rather than commuters or other through-traffic. The existing speed limit in Whitethorn Avenue is 30mph.
3. After receiving the petition and in order to promptly begin to address residents concerns, it was agreed with Local Ward Councillors, the Cabinet Member and the lead petitioner to undertake independent speed and traffic surveys at three locations selected by the lead petitioner on Whitethorn Avenue.
4. In early December 2014 three surveys took place over a 24 hour, seven day period by using Automatic Traffic Counters (ATCs). As the Cabinet Member will be aware, these are rubber tubes laid across the carriageway that record both vehicle type and speed. This type of survey is generally regarded as the most reliable and informative method available as it operates at all times of day and night and can therefore give indications of any particular speeding patterns which can be shared, where appropriate, with the police.
5. The locations of the ATCs are shown on the plan attached as Appendix B to this report.
6. The 85th percentile at location A was found to be 22mph eastbound and 24mph westbound, 28mph eastbound and 28mph westbound at location B and at location C speeds were recorded as 28mph eastbound and 27mph westbound. As the Cabinet Member will be aware, the '85th percentile' speed is the speed at or below which 85% of traffic is found to be travelling (and is therefore higher than the 'average' speed) and this statistic is used nationally by traffic engineers when ascertaining the levels of speeding problems.

7. In roads where vehicle speeds are significantly higher than the speed limit, physical measures to encourage lower speeds could be considered. As the speeds recorded in Whitethorn Avenue are lower than the limit and there is fortunately no history of accidents along Whitethorn Avenue, the survey results do not in themselves support a case for physical measures to be introduced at the present time.

8. It is therefore recommended that the petitioners are invited to meet the Cabinet Member and that survey results are again shared with them.

9. The Cabinet Member will be aware that he receives many similar requests for lower speed limits and traffic calming schemes and with the limited funding made available by Transport for London, all such requests need to be prioritised in favour of those where clear independent evidence supports the case for change.

10. Although as explained, the survey results do not support the case for traffic calming, anecdotal evidence from the petitioners suggests that on occasions there has been a nuisance caused by the riders of scooters who have been travelling without due care and attention in Whitethorn Avenue. There is also anecdotal evidence of occasional problems with modified cars which generate more noise and associated nuisance to residents.

11. As these latter problems are intermittent and sporadic and constitute more of an anti-social nuisance for residents, they may be better tackled by the Metropolitan Police, including the local Safer Neighbourhood team. On this basis, the Cabinet Member may agree that officers should share the detail of the petitioners' concerns and the detailed survey results with their counterparts in the police, such that some further investigations and ad-hoc enforcement actions can be contemplated by them.

Financial Implications

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

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

It will address the concerns of the petitioners.

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 with the Cabinet Member to meet and discuss with petitioners their request to review the current proposals for the road safety measures from the Cornerstone Centre to Poplar Avenue, which amounts to an informal consultation. A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of any 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 petitions, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with any officer recommendation. The decision maker must be satisfied that views 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

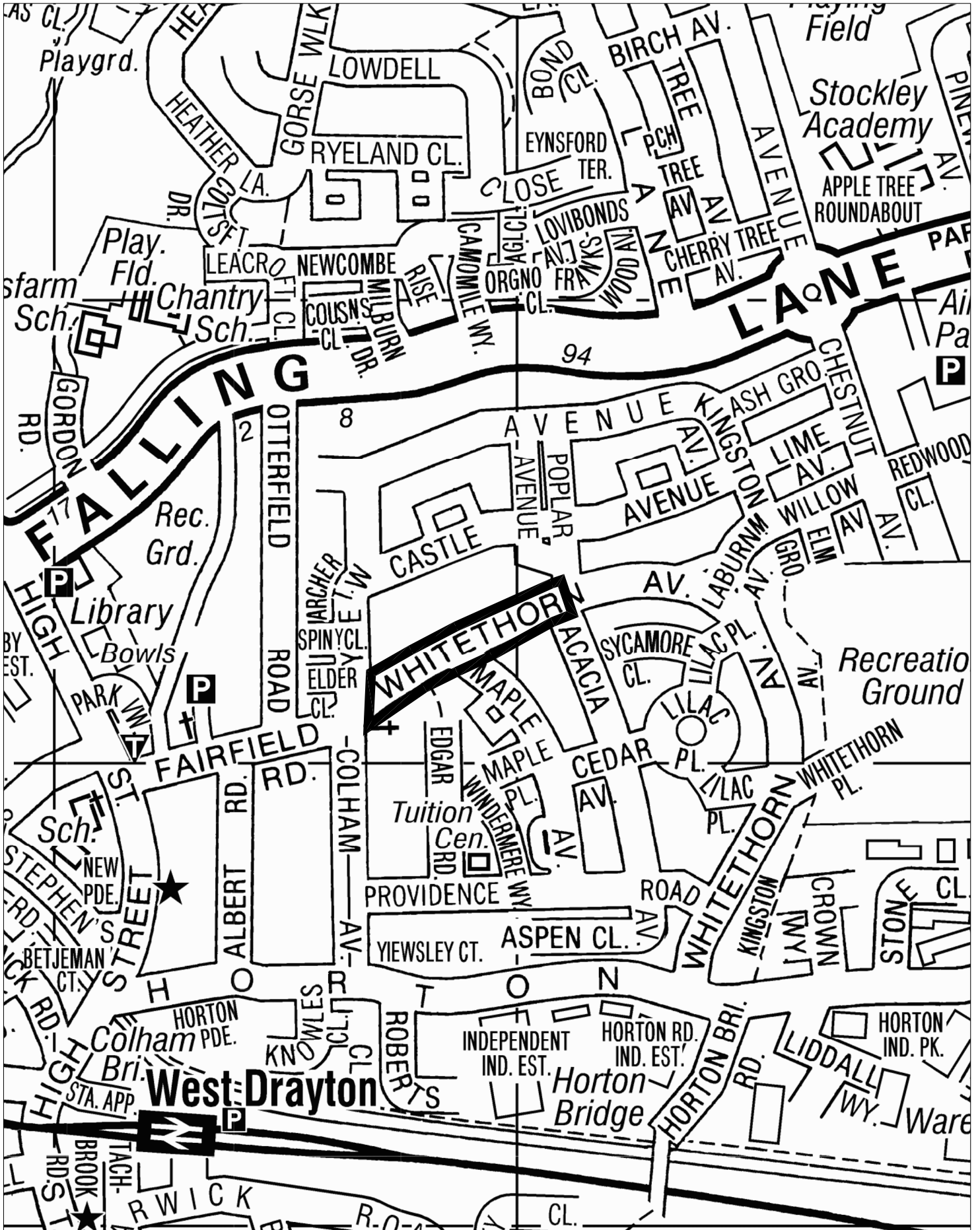
There are no Corporate Property and Construction implications resulting from the recommendations set out in this report.

Relevant Service Groups

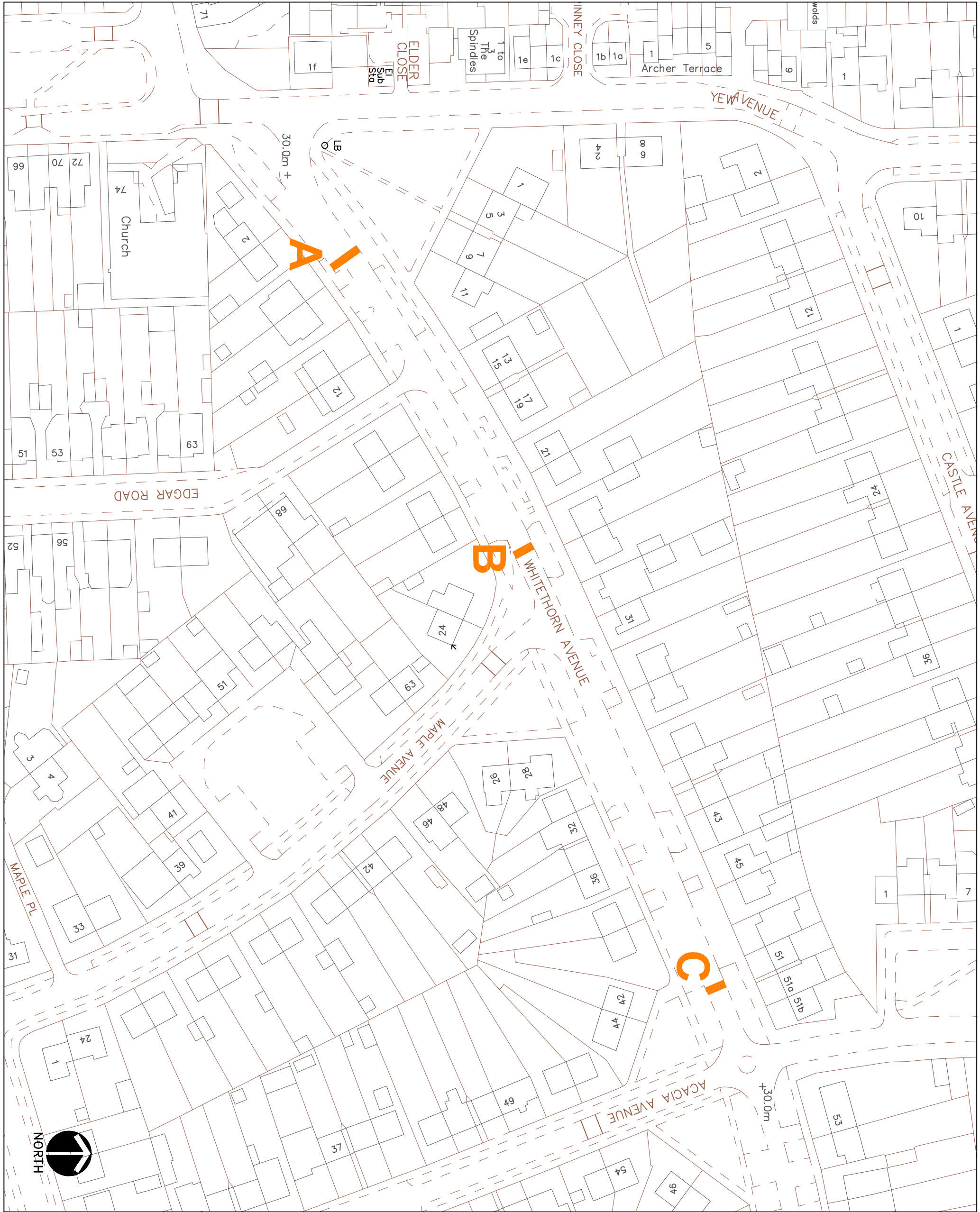
None at this stage.

6. BACKGROUND PAPERS

none



Whitethorn Avenue - Area concerned with speeding vehicles



KEY

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Project
 Whitethorn Avenue
 Viewsley

Description
**Automatic Traffic Counter
 Locations in Whitethorn Avenue**

Scale	Designed	Drawn	Date
Project No.	Drawing No.	Rev.	