

PETITION REQUESTING ROAD SAFETY IMPROVEMENTS ON THE ROAD NETWORK IN SIPSON

Cabinet Member	Councillor Keith Burrows
Cabinet Portfolio	Planning, Transportation and Recycling
Report Author	Alan Tilly, Residents Services
Papers with report	Appendix 1: Location Plan Sipson Road

1. HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that a petition has been submitted asking the Council to carry out road safety improvements on the road network in Sipson, with particular attention to the three mini-roundabouts.
Contribution to our plans and strategies	The request of the petitioners will be considered within the context of the Council's transport strategy.
Financial Cost	The costs associated with the recommendations to this report are relatively minor and proposed to be met from the Transport for London, Local Implementation Plan budget at a later stage.
Relevant Policy Overview Committee	Residents' and Environmental Services
Ward(s) affected	Heathrow Villages

2. RECOMMENDATION

That the Cabinet Member:

1. Notes that the Council has undertaken 'before' and 'after' traffic surveys on a 24/7 basis to determine the impact the traffic calming scheme has had upon vehicle speeds. The results show a fall in the 85th percentile speed from 35 mph to 26 mph and therefore do not support the assertion that speeding has increased.
2. Notes that the level of HGV movements in Sipson Road at the time of the survey was found to be just 2%, which is significantly lower than the average for similar roads on the Borough's Principal Road Network.
3. Considers whether further studies are justified on the basis of any further evidence which the petitioners are able to provide.

3. INFORMATION

Reasons for recommendation

The Petition Hearing will provide a valuable opportunity to hear directly from the petitioners their concerns and suggestions.

Alternative options considered

None at this stage.

Comments of Policy Overview Committee(s)

None at this stage.

Supporting Information

1. A petition with 57 valid signatures has been submitted to the Council from residents who live in Sipson, asking for road safety improvements on the local road network. The petitioners express particular concern about the three mini-roundabouts in the village under the following terms:

"Following the fatal accident in Sipson in April, we, the undersigned, ask the Council to carry out urgent road safety improvements on the road network in Sipson, with particular reference to the three mini roundabouts."

2. In the accompanying covering letter the lead petitioner suggests:

'The road traffic accident which happened at 4pm on 10th April 2014 involving three cars, led to one fatality but had this incident taken place during term time the number of casualties could have been much higher, as there would normally be young children with their parents/carers walking home from school along the neighbouring paths.'

The three mini roundabouts in Sipson Village are: Junction of A3044 Holloway Lane and A408 Sipson Road; Junction of Harmondsworth Lane and Sipson Road; Junction of Sipson Lane and Sipson Road.

They were introduced to reduce vehicle speed and improve safety for all road users and pedestrians. However, since their installation, traffic flow and speeding has increased. We now see more over-sized commercial vehicles using the village roads too. To make matters worse, many vehicles park without consideration for others; decreasing manoeuvrability and visibility.

The roundabouts actually intensify the potential for an accident and increase the vulnerability of pedestrians.'

4. A408 Sipson Road is a classified road forming part of the Borough's Principal Road Network. The location of Sipson Road is shown in Appendix A. Sipson Road is served by bus route number 222, a high frequency service connecting Uxbridge and Hounslow via West Drayton Station. Sipson Road is identified as a cycle route in the Mayor's Cycle Guide No. 6 and is being considered as a Cycle Quietway linking Uxbridge with Heathrow Airport by the Mayor of London's Cycling Commissioner.

5. Most of the frontages along Sipson Road are residential, though there are also a number of commercial uses, including hotels and retail premises. The central section of Sipson Road is a Conservation Area, locally known as Sipson Village.
6. The Cabinet Member may recall that Sipson Road has been traffic calmed in works which have been introduced in two phases. The first phase, between the M4 Heathrow Spur Fly-over and Sipson Lane, was implemented approximately ten years ago and included gateway signing, speed tables and coloured surfacing. The second phase, implemented in 2011, was between Sipson Way and Russell Gardens and included a 20mph zone, new pedestrian crossing facilities and again gateway signing, speed tables and coloured surfacing. All measures were introduced in full consultation with and support from local residents.
7. The Council's School Travel Advisors are continuously engaged with the Cherry Lane and Heathrow Primary Schools and are due to meet both schools with a view to refreshing their respective travel plans. The Cabinet Member will be aware of the importance and value of School Travel Plans as a means of ensuring safe and environmentally sustainable travel by the school community, and also as a means of helping to unlock suitable funding from Transport for London. Heathrow Primary school was fully involved when both the traffic calming schemes were prepared. This provided an opportunity to incorporate their School Travel Plan aspirations in the ensuing scheme designs. The Cabinet Member may recall that the public exhibition was held at the school when the traffic calming scheme was at public consultation stage.
8. In order to determine the effect of the traffic calming measures, the Council commissioned 'after' traffic surveys, which were carried out in 2014. These results have been compared with 'before' surveys and traffic data provided by the Highways Agency and Transport for London. The analysis revealed that the number of cars using Sipson Road in February 2014 was 8% greater than in March 2007. However, it should also be noted that this is broadly in line with the general traffic growth within the Hillingdon.
9. The 'after' surveys further revealed that the 85th percentile speed was 26 mph compared to 35 mph 'before', meaning eighty five percent of drivers are travelling at less than 26 mph, a 9 mph reduction compared to 'before'. The number of HGVs using Sipson Road was a modest 224 per day in 2013, representing just 2% of all the vehicles recorded, which is significantly lower than the Borough's average for this type of road.
10. To further help understand traffic activity in the area, officers have also reviewed the Police reported road traffic accident data collated by Transport for London over the last 36 months, which records location and severity. This information has shown there were twenty two personal injury accidents during the 36 month period to 30th November 2014, of which one was fatal, one serious and twenty slight. Eight accidents, seven slight and one serious were clustered at the Bath Road junction. There were three slight accidents at the mini-roundabout with Holloway Lane, one slight accident at the mini-roundabout with Harmondsworth Lane and one fatal and one slight accident at the mini-roundabout junction with Sipson Lane. All other accidents, one serious and seven slight, occurred at various locations along Sipson Road.
11. The fatal accident which happened at 4pm on 10th April 2014 (and cited by the lead petitioner) involved three cars. Metropolitan Police records show that the person who died was a passenger in one of the cars and that they consider it very unlikely that any further traffic engineering or design measures could have prevented the tragic accident. According to Transport for London's records the accident happened because one of the vehicles involved was travelling on the wrong side of the road, apparently because the driver had experienced some kind of medical episode. The car then collided with two oncoming vehicles as well as a

parked vehicle. There has been one other road traffic accident at this location resulting in slight injury, although in this case adverse weather conditions are recorded as being a contributory factor.

12. The lead petitioner asserts that drivers park in the Village without consideration for others, thereby decreasing manoeuvrability and visibility, consequently in their view increasing the risk of road traffic accidents occurring. This matter has been investigated and Council officers have established that it is primarily mini-cab drivers that are creating these problems. Heathrow Airport Limited (HAL) is also aware of the mini-cab issues and has hosted a series of Private Vehicle Hire workshops in response to concerns from local residents to resolve this issue.

13. The evidence collected so far does not support the petitioners' view that the speed and volume of traffic in the Sipson Village has increased, and furthermore the implication that there has been an increase attributable to the installation of the three mini roundabouts.

14. However, it is appreciated that petitioners may have fresh and compelling evidence that the Cabinet Member would wish to hear to help him form an opinion on whether or not further action is warranted. At the meeting the petitioner will have an opportunity to air their views.

Financial Implications

Financial implications could be reviewed in the future depending on the outcome of the petition and if any work is required to be carried out.

6. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

The recommendation will allow the concerns of petitioners to be considered in detail and suitable remedial measures to be developed for implementation.

Consultation Carried Out or Required

No statutory consultation was required or carried out.

7. 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.

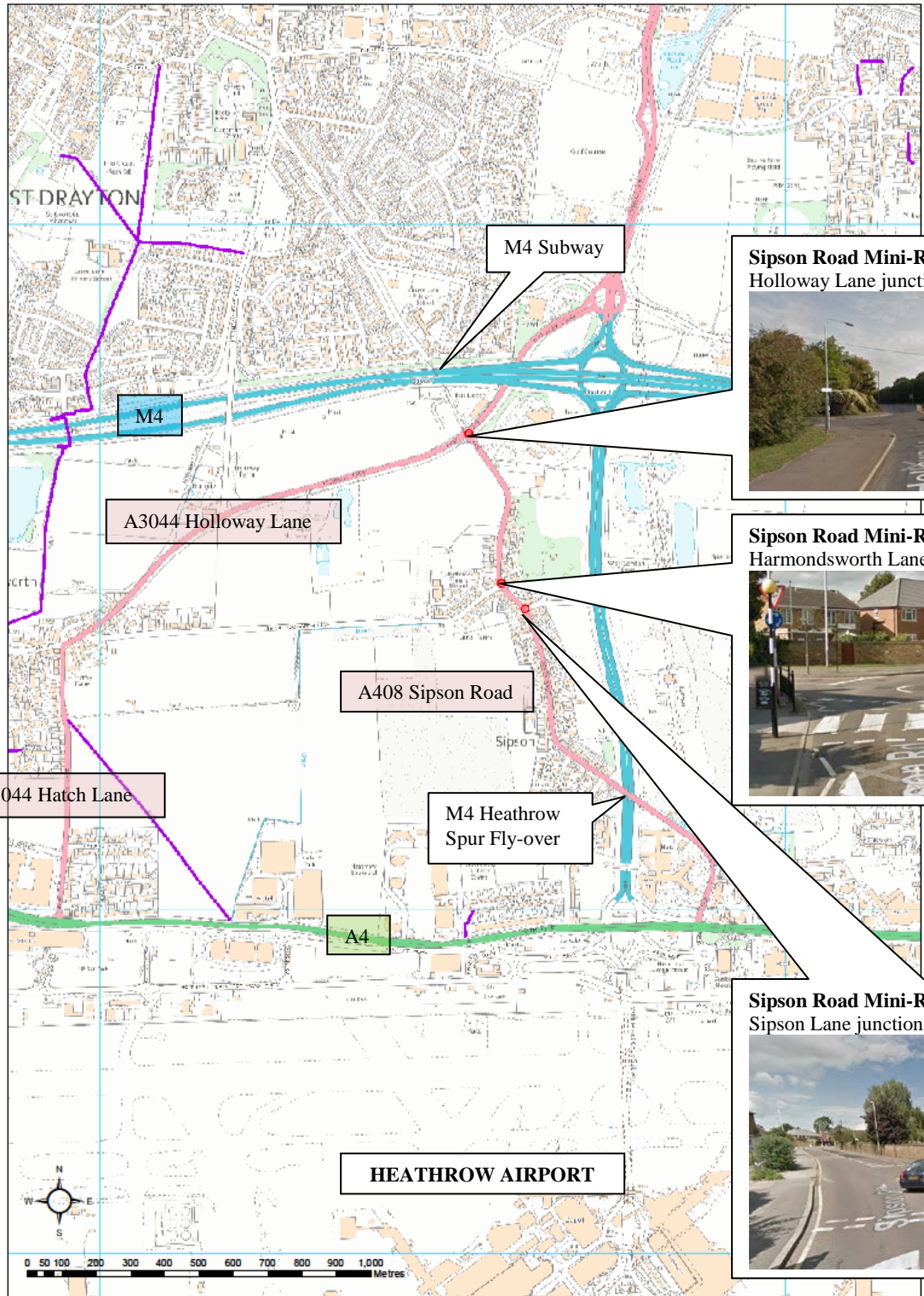
Legal

The report suggests that the Cabinet Member meet with residents in order to discuss their concerns with regard to the petition submitted. The Cabinet Member is advised that a decision to undertake any further traffic calming/speed reduction mechanisms must comply with the advertising and consultation requirements of the Road Traffic Regulation Act 1984.

8. BACKGROUND PAPERS

Nil.

Appendix 1: Location Plan Sipson Road



Map Notes

(c) Crown copyright and database rights 2015 Ordnance Survey 100019283