

LANGDALE DRIVE, HAYES - PETITION REQUESTING MEASURES TO CALM TRAFFIC ON LANGDALE DRIVE, HAYES

Cabinet Member(s)	Cllr Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation & Recycling
Officer Contact(s)	Steven Austin, Residents Services
Papers with report	Appendix A

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that a petition has been received asking for measures to calm traffic on Langdale Drive
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	There are no financial implications in relation to the recommendations to this report.
Relevant Policy Overview Committee	Residents' & Environmental Services
Ward(s) affected	Charville

2. RECOMMENDATION

Meeting with the petitioners, the Cabinet Member agrees to:

- 1. Discuss their request for traffic calming measures.**
- 2. Subject to the outcome of the above, asks officers to arrange a speed and vehicle survey at locations suggested by the petitioners and reports the results back to the Cabinet Member and local Ward Councillors.**
- 3. Subject to 1 and 2, asks officers to undertake further investigations under the Road Safety Programme and report back to him.**
- 4. Notes that Langdale Drive has been added to the future programme for possible resurfacing as and when appropriate.**

Reasons for recommendation

PART I – MEMBERS, PUBLIC AND PRESS

The petition hearing will provide a valuable opportunity to hear directly from the petitioners of their concerns and suggestions.

Alternative options considered / risk management

These can be identified from the proposed detailed discussions with the petitioners.

Policy Overview Committee comments

None at this stage.

5. INFORMATION

Supporting Information

1 A petition with 46 signatures has been submitted to the Council from residents who mainly live on, or roads directly off of Langdale Drive asking for measures to "calm the traffic". Langdale Drive and the surrounding roads are situated in a mainly residential area within Charville Lane, a location plan of the area is attached as Appendix A.

2 A covering letter attached to the petition raises a number of points which are listed below;

- *There appears to be three extremely dangerous points. The first is the left hand turn at the top of Lansbury Drive where it becomes Langdale Drive. There have been instances of drivers going straight on and into the grass on the bend and also of drivers losing control at speed and either scraping parked cars to the right or, in one case, demolishing a wall there where they lose control. It was suggested by some that a width restriction or chicane at the top of Lansbury Drive to kill speed into the bend may help.*
- *The second is the right hand bend approximately 50 yards past this one. Where cars come south at speed into the bend, there have been a number of instances of loss of control and hit vehicles and structures on the left hand side.*
- *The third is the entrance into Langdale Drive from Charville Lane end. This is a curved entrance and cars carry too much speed into the road - again, some have lost control and hit vehicles and structures on the left hand side.*
- *I have recently been in touch with maintenance and have been advised that the road is now on the list for resurfacing after I submitted photos of the poor state of the road surface. It would make sense from a cost point of view if both could be addressed at the same time.*
- *There was a general dislike of the idea of speed bumps or speed tables, with only two signatories saying they would be in favour.*
- *With the proximity of the school, the current situation is very dangerous for children.*
- *Parking spaces can be a problem and any solutions need to be arrived at with the least loss of space as possible.*

3 In order to assist with investigations concerning the speed of vehicles, it is suggested that the Cabinet Member may be minded to ask officers to commission independent 24 hour / 7

day vehicle speed and traffic surveys at locations agreed by the petitioners and relevant Ward Councillors.

4 These surveys could take the form of Automatic Traffic Counters (ATCs) which as the Cabinet Member will know, are pairs of rubber tubes laid across the carriageway and attached to a road-side data recorder. These types of surveys are the most reliable means of measuring traffic volumes, types and speeds over a 24-hour, seven day a week basis. The data captured would inform any possible options to address vehicle speeds if this is found to be a problem.

5 The Cabinet Member will be aware that the Council has previously undertaken independent speed surveys in Langdale Drive. The results of this survey showed the 85th percentile speed westbound was 28mph in both directions. The so-called "85th percentile speed" is a statistical value, which represents a speed at or below, which all vehicles were found to be travelling as part of a survey. This is a nationally recognised method of assessing traffic speeds as it effectively refers to the majority of traffic movements. These results could be compared with any future surveys. There are no police recorded collisions in the three years to the end of July 2015 and the only recorded incident prior to this was in June 2004.

6 As the Cabinet Member is aware the Council does not implement "speed humps", however the nearby traffic calming measures that take the form of speed tables have been proven successful in reducing traffic speeds and collisions although it appears from the petition that this is not an option favoured by residents who signed this petition.

7 Petitioners will be pleased to hear that their request for Langdale Drive to be resurfaced has been added to the forward programme for consideration by the Council.

8 It is therefore recommended that the Cabinet Member meets the petitioners and listens to their concerns and decides if this request 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 concurs with the financial implications noted above.

Legal

There are no special legal implications for the proposal to discuss with petitioners their request to discuss traffic calming measures on Langdale Drive, 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. 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.

6. BACKGROUND PAPERS

None.