

# VINE LANE AND HONEY HILL, HILLINGDON - PETITION REQUESTING TRAFFIC CALMING MEASURES

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

## 1. HEADLINE INFORMATION

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| <b>Summary</b>                                  | To inform the Cabinet Member that the Council has received a Petition and to discuss with petitioners any courses of action. |
| <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>                         | Uxbridge North Ward  |

## 2. RECOMMENDATION

**Meeting with the Petitioners, the Cabinet Member:**

- 1. Considers their concerns regarding vehicle speeds in Vine Lane and Honey Hill;**
- 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 and;**
- 3. Subject to the outcome of the above, if appropriate, considers adding the petitioners' request to the Council's Road Safety Programme for further investigation.**

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PART I – MEMBERS, PUBLIC AND PRESS

## 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 98 valid signatures has been submitted to the Council under the following heading:

*"Residents' Petition to address the excessive speeds of traffic moving up and down Vine Lane and Honey Hill at all times but especially from 7:30am to 9am and 3:30pm to 7:30pm.*

*Traffic entering Vine Lane from the Uxbridge Road accelerates as it rounds the corner by the Vine Public House, then "thunders" down Vine Lane until forced to slow down at the existing width restrictions. Traffic then accelerates down Honey Hill.*

*A need for effective speed restrictions along the length of the whole road (i.e. Sleeping Policemen, speed bumps and cameras) is urgent and essential if accidents involving both cars and pedestrians are to be prevented"*

2. Some helpful suggestions have been put forward by the petitioners which officers could investigate further and subject to the outcome of discussions are:-

- *"Build-outs or alternative parking spaces on either side of the road, so that traffic does not have a straight run and does not use the pavement.*
- *A mini roundabout at The Rise / Chetwynd Drive / Vine Lane junction, which would be constructed so that vehicles cannot drive over it.*
- *Review of the double yellow lines on Honey Hill and a continuation of the 20mph speed limit for the whole of Vine Lane and Honey Hill.*
- *Re-design of the mini-roundabout at the Blossom Way junction so that it is more effective. (Currently traffic coming down Vine Lane has a free run as no contact is made with the roundabout).*
- *A more prominent speed sign at the entrance to Vine Lane from the Uxbridge Road.*
- *A zebra crossing at the south end of Vine Lane to facilitate pedestrians crossing by the Vine Public House. This would require a flashing traffic warning sign before the turning to Vine Lane.*

- *A mini roundabout at the junction of Vine Lane and Court Park. (Currently, traffic turning left or right is largely 'blind' to oncoming traffic).*
- *Alternatively parking on Central Avenue, Hayes, has been suggested as a model".*

3. Vine Lane is a mainly residential road which has an existing 20mph zone between the junction with Honey Hill and a point to the north of the junction with Cedars Drive. The existing measures include chicanes, priority working and raised tables. A location plan is attached as Appendix A to this report.

4. To assist with investigations concerning the speed of vehicles using Vine Lane and Honey Hill, it is recommended that the Cabinet Member considers asking officers to commission an independent 24 hour / 7 day vehicle speed and classification surveys at locations agreed by the petitioners and relevant Ward Councillors. This could be coupled with further investigations under the Road Safety Programme and Parking Management Programme to establish the case for and viability of speed reducing measures and additional parking restrictions.

5. It is therefore recommended that the Cabinet Member meets the petitioners and listens to their concerns and decides if their request should be added to the Council's Road Safety Programme for further detailed 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 set out above.

### **Legal**

There are no special legal implications for the proposal to discuss with petitioners their request for traffic calming measures in Vine Lane and Honey Hill, 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 at that time.

### **Corporate Property and Construction**

None at this stage.

### **Relevant Service Groups**

None at this stage.

## **6. BACKGROUND PAPERS**

None.