

SWEETCROFT LANE, HILLINGDON - PETITION REQUESTING TRAFFIC CALMING MEASURES

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition requesting traffic calming measures on Sweetcroft Lane, Hillingdon.
Contribution to our plans and strategies	The request can be considered as part of the Council's Road Safety Programme.
Financial Cost	There are no direct costs associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents' & Environmental Services
Ward(s) affected	Uxbridge North Ward

2. RECOMMENDATION

Meeting with the Petitioners, the Cabinet Member:

- 1. Considers their concerns regarding vehicle speeds in Sweetcroft Lane.**
- 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 outcome of the above, if appropriate, considers adding Sweetcroft Lane to future phases of the Council's Vehicle Activated Signs programme and adds 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 40 signatures has been submitted to the Council under the following heading for the petition topic and desired outcome:

"Safety issues arising from speeding drivers in the section of Sweetcroft Lane, Nos. 86 & 105A to 133, north of Hercies Road,

To have traffic calming measures such as speed bumps installed"

2. The section of Sweetcroft Lane north of Hercies Road is predominately residential with the exception of Sweetcroft Day Care nursery located on its northeastern side. A location plan is attached as Appendix A to this report.

3. In a covering letter, the lead petitioner states the following issues relating to vehicle speeds on the section of Sweetcroft lane north of Hercies Road:-

"The lane is narrow, has no pavement and contains a dangerous blind 90 degree bend

It is frequently used by drivers aiming to jump the queuing traffic in Hercies Road, weekdays daily, mornings and evenings

It is the main thoroughfare for patrons of Sweetcroft Lane Day Care, who are often in a hurry

This virtually single track section of Sweetcroft Lane was never intended for the kind of traffic now seen on it at certain times of the day

The lane is home to a large number of playing children, and is used by a significant number of dog walkers and other pedestrians seeking access to the adjacent common land

Because the lane is narrow and has no pavement, pedestrians and residents need to be protected from inconsiderate drivers, who represent a real and present hazard"

Additionally, the lead petitioner goes on to say that *"the term 'speeding' used in the petition topic does not necessarily mean above the 30mph speed limit, but rather a speed inappropriate for the driving conditions"*.

4. To assist with investigations concerning the speed of vehicles using Sweetcroft Lane, however, 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.

5. 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. It is recommended that the Cabinet Member considers adding this section of Sweetcroft Lane to a future phase of the programme. This could be coupled with further investigations under the Road Safety Programme to establish the case for additional measures.

6. Although the Council does not install traditional round-topped road humps as would appear to have been requested, it is 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 on other possible options.

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 with the Cabinet Member to meet and discuss with petitioners their request concerning the vehicle speeds in Sweetcroft Lane and to consider recommendations 1 to 3 above.

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

None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

None.