

# DERWENT DRIVE, HAYES - PETITION REQUESTING A ONE WAY SYSTEM

<b>Cabinet Member(s)</b>	Councillor Keith Burrows
<b>Cabinet Portfolio(s)</b>	Cabinet Member for Planning, Transportation and Recycling
<b>Officer Contact(s)</b>	Caroline Haywood Residents Services Directorate
<b>Papers with report</b>	Appendix A - Location plan Appendix B - Speed survey results

## 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition from residents of Derwent Drive, Hayes requesting a one way system in their road.
<b>Contribution to our plans and strategies</b>	The request can be considered as part of the Council's strategy for on-street parking.
<b>Financial Cost</b>	There are none associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services.
<b>Ward(s) affected</b>	Charville

## 2. RECOMMENDATION

Meeting with the Petitioners, the Cabinet Member:

1. Listens to their concerns with traffic speeds and volumes in Derwent Drive, Hayes;
2. Notes the results of previous traffic surveys undertaken in Derwent Drive, Hayes (two in 2014 and one in 2015);
3. Subject to the outcome of the above, asks officers to undertake further traffic surveys, at locations agreed by the petitioners and then report back to the Cabinet member.

### Reasons for recommendations

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

## **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 a total of 79 signatures from 77 residents of Derwent Drive, with two from Park Lane, has been received by the Council which represents 75 of the 84 households (89%) of Derwent Drive, Hayes.
2. The petition states *"We the undersigned residents of Derwent Drive sign this petition requesting something be done about the speed and volume of traffic using the road as a rat run, we understand if the majority of the residents make this request a one way system will be considered to solve the problem."*
3. Derwent Drive is a residential road with an older persons' care home and veterinary surgery at the southern end of the road. The carriageway is approximately 7 metres wide and is bounded by footways of approximately 2 metres in width. Currently, vehicles park on both sides of the road reducing the carriageway to one running lane in places. The location of Derwent Drive is shown on the plan attached as Appendix A to this report.
4. The Council previously received a petition in 2013 regarding rat running and vehicle speeds in Derwent Drive, following the introduction of the raised tables in Park Lane which runs parallel to Derwent Drive. In response to that petition two separate independent 24 / 7 speed surveys were undertaken in 2014. Both surveys showed vehicles were travelling between 20 and 25 mph. The volume of traffic was appropriate for this type of road. The results did not provide sufficient evidence at the time to justify further investigations into traffic calming or measures to deter rat running in Derwent Drive. The Council also undertook additional traffic surveys in 2015 and these supported the previous surveys. The details of these traffic surveys are shown in Appendix B of this report.
5. However, residents have indicated through this petition that rat running, traffic volumes and speeds are still a concern to residents in Derwent Drive, and they are requesting a one-way system. This type of measure to restrict traffic would apply to all residents, visitors and staff working at the care home and vets. Experience has shown that an unintended consequence of introducing a one-way working is the risk that vehicle speeds may increase as drivers would be aware they would not be held up by oncoming traffic.
6. It is therefore suggested that the Cabinet Member meets with petitioners to listen to their concerns in greater detail, and discusses the advantages and disadvantages of possible options to restrict access to their road. Subject to the outcome of these discussions the Cabinet Member could also recommend additional traffic surveys.

## **Financial Implications**

There are no financial implications associated with the recommendations to this report. If works are subsequently required, suitable funding will need to be identified within the Road Safety programme.

## **4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES**

### **What will be the effect of the recommendation?**

To allow the Cabinet Member an opportunity to meet with petitioners and discuss their concerns in detail.

### **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, noting works, if approved, will be subject to the usual capital release processes.

### **Legal**

There are no special legal implications for the proposal to discuss with petitioners their concerns regarding traffic volumes in Derwent Drive, Hayes, 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 corporate property and construction implications arising from the recommendations in this report.

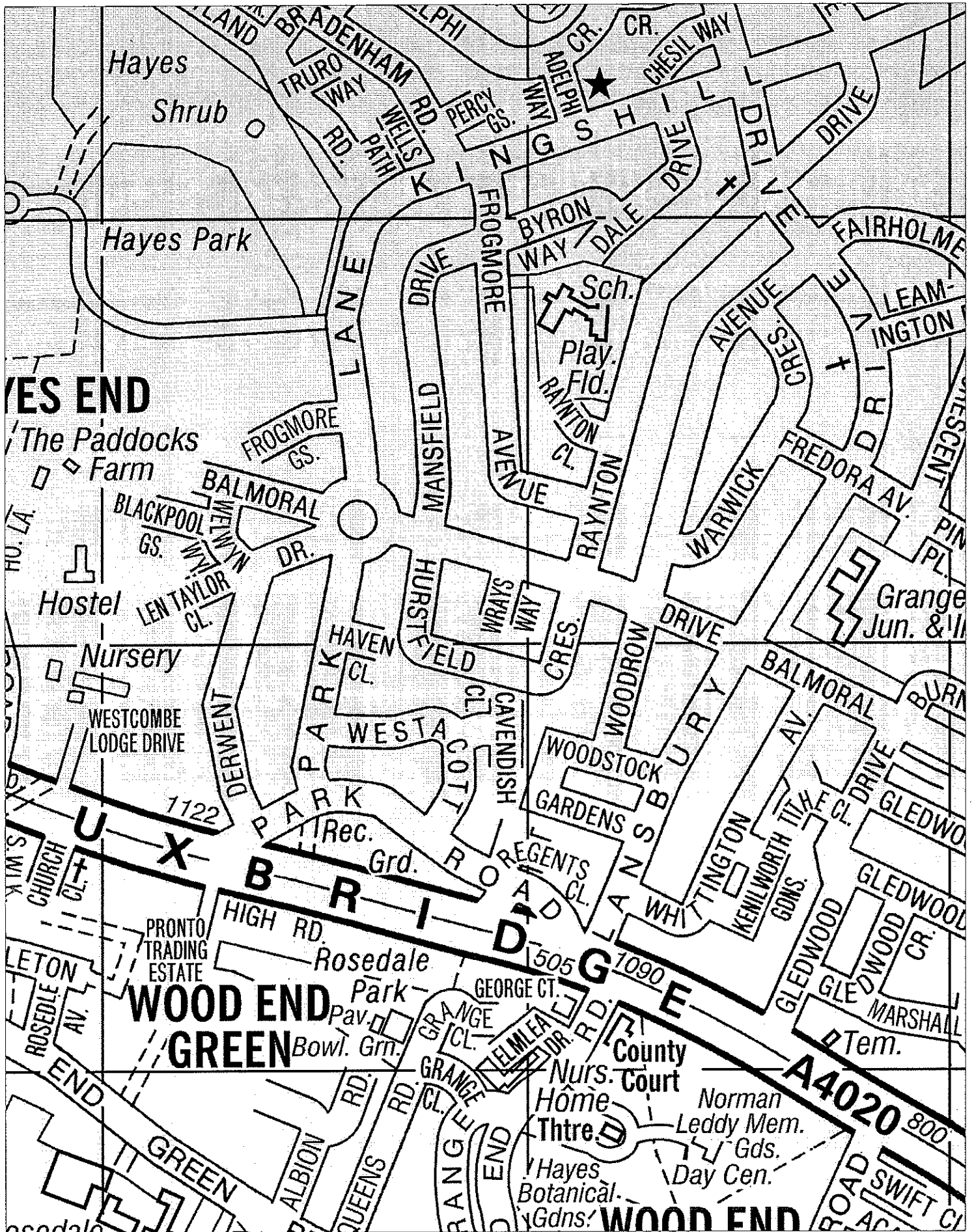
### **Relevant Service Groups**

None at this stage.

## **6. BACKGROUND PAPERS**

None.

APPENDIX A



Derwent Drive, Hayes  
Speed survey results

24 hour / 7 day survey

Location	85% MPH	Total vehicles	30-35 mph	35 -40 mph	40 - 45 mph	45 - 50 mph	50 - 55 mph	55 - 60 mph	60 -100 mph
<b>North of Park Road - northbound</b>									
March 2014	29	4,806	443	121	17	3	0	0	0
November 2014	29	4,670	418	96	7	2	0	0	0
October 2015	24	5,697	50	4	0	0	0	0	0
<b>North of Park Road - Southbound</b>									
March 2014	26	1,617	12	1	1	0	0	0	0
November 2014	25	1,224	37	3	0	0	0	0	0
October 2015	20	1,018	1	0	0	0	0	0	0
<b>South of Welwyn Way - Northbound</b>									
March 2014	30	4,361	568	148	30	4	1	0	0
November 2014	29	5,237	514	122	23	0	1	0	0
<b>South of Welwyn Way - Southbound</b>									
March 2014	26	1,171	30	4	0	0	0	0	0
November 2014	25	1,264	27	6	0	0	0	0	0

The 85<sup>th</sup> percentile speed is the speed at or below 85% of all vehicles are observed to travel. This is a nationally recognised method of assessing traffic speeds as it effectively refers to the majority of traffic movements.