

# PETITION REQUESTING TO INTRODUCE A WEIGHT LIMIT AND AUTOMATIC NUMBER PLATE REGISTRATION IN DAWLEY ROAD

<b>Cabinet Member</b>	Councillor Keith Burrows
<b>Cabinet Portfolio</b>	Planning, Transportation and Recycling
<b>Report Author</b>	Alan Tilly, Residents Services
<b>Papers with report</b>	Appendix 1: Location Map Dawley Road - Shepiston Lane

## HEADLINE INFORMATION

<b>Purpose of report</b>	To inform the Cabinet Member that a petition has been submitted asking the Council to introduce a weight limit and Automatic Number Plate Registration in Dawley Road between A437 North Hyde Road and Station Road.
<b>Contribution to our plans and strategies</b>	The request of the petitioners will be considered within the context of the Council's transport strategy.
<b>Financial Cost</b>	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.
<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services
<b>Ward(s) affected</b>	Pinkwell

## RECOMMENDATIONS

That the Cabinet Member:

1. meets and discusses with petitioners their request for a weight limit and Automatic Number Plate Registration in Dawley Road between A437 North Hyde Road and Station Road;
2. notes that for a week starting 21 June 2016, the Council undertook traffic surveys on a 24 hour basis to assess the composition of traffic. The results show approximately 135 heavy goods vehicles per day;
3. further notes that this level of HGV movements in Dawley Road at the time of the survey was found to be less than 2%, which is below the average for similar roads on the Borough's road network;
4. is reminded that he has already instructed officers to undertake further traffic survey work, as mentioned in the body of the report;

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PART 1 – MEMBERS, PUBLIC AND PRESS

**5. subject to the outcome of the above, considers the scope for further study**

**INFORMATION**

**Reasons for recommendations**

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**

None at this stage.

**Supporting Information**

1. A petition with 22 valid signatures has been submitted to the Council from residents, nineteen of whom live in Shepiston Lane and three in Waltham Avenue, including the lead petitioner. Petitioners are asking the Council to introduce a weight limit and Automatic Number Plate Registration in Dawley Road between A437 North Hyde Road and Station Road. The petition is worded as follows:

*'We the undersigned petition the Council for the introduction of weight limits and ANPR in Dawley Road at the junction with the A437 Roundabout, Station Road, Hayes to the north of Redmead Road travelling south towards Harlington, and in Shepiston Lane at the junction by the Great Western Public House and immediately east of Vaughan Plant Haulage Shepiston Lane. Increasingly large HGVs are rejecting the A437 preferring to use Shepiston Lane to access the M4. Shepiston Lane and Harlington High Street are too poorly constructed to take such vehicles which are causing damage to road surface, noise and congestion to residential roads too small for such traffic. We believe that the existing lorry route taking in part of Dawley Road that is the A437 and North Hyde Road should be the only route that HGVs should be using and petition the council for the introduction of signage and ANPR to advise and enforce usage'.*

2. A437 Dawley Road is a classified road forming part of the Borough's Principal Road Network north of its roundabout with A437 North Hyde Road / Bourne Avenue, although Dawley Road is an unclassified road south of A437 North Hyde Road. Dawley Road and Shepiston Lane form an important connection between Hayes and the M4 via A408 / A3044 Cherry Lane roundabout. The location of Shepiston Lane and the unclassified section of Dawley Road is shown in Appendix A.

3. Dawley Road is served by the high-frequency U4 bus service connection, linking Prologis Park with Uxbridge via Hayes town centre.

4. Most of the frontages along Dawley Road are residential, although there are also some commercial premises, including a public house and retail premises.

5. Shepiston Lane forms part of the route which is subject to the petitioners' concern. It connects Dawley Road with the M4. The Cabinet Member may recall that Shepiston Lane is being resurfaced in stages. The footpath located to the south and east of Shepiston Lane will be made wider, made continuous and converted into shared use in addition to the resurfacing work. The conversion scheme forms part of the Council's Borough-wide initiative to encourage cycling, in this case between Hayes and the Heathrow villages. The national speed limit operational in Shepiston Lane will be reduced to 40mph upon completion of the scheme.

6. 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 period 2010-2015. The location of the accidents is shown diagrammatically in the maps below.

**Dawley Road: Injury Accidents between North Hyde Road and Station Road by Year**



7. The information for the last three full calendar years, a common base used when considering accident remedial measures, shows that none of the personal injury accidents was serious along the North Hyde Road - Station Road section of Dawley Road.

8. The Cabinet Member may recall that a study was carried out to measure vehicle speeds in Dawley Road between Station Road and Bourne Avenue during the period 21 - 27 June 2016. The study counted between 8,000 and 9,000 vehicles per day in each direction, of which approximately 135 were heavy goods vehicles. The 85<sup>th</sup> percentile speed was 34mph in both directions outside No 96 and 31mph northbound and 32mph southbound outside No 54. The Cabinet Member will be aware that the "85<sup>th</sup> percentile speed" is a statistical tool, corresponding to the speed at or below which 85% of traffic is found to be travelling, and is the normal means of establishing patterns of traffic speed. Although these figures are slightly above the posted speed limit, experience suggests that they are not a matter for concern.

9. The Dawley Road area is subject to considerable development at present. It may therefore be prudent to repeat the traffic surveys to establish the current number of heavy goods vehicles. The Cabinet Member may recall that he has already instructed officers to undertake further traffic surveys and as soon as these are available, they will be reported to him.

10. The evidence collected so far does not appear to support the petitioners' view that the volume of heavy goods vehicles in Dawley Road is a major cause of concern. Diverting heavy vehicles from Dawley Road to North Hyde Road and the A312 Hayes Bypass would involve significant detours and pressure on roads known to be congested already. It needs further to be borne in mind that any congestion added to the A312 / A437 Bulls Bridge Roundabout will worsen air quality in the heart of the Borough's worst air quality management area.

11. The results of the previous survey show approximately 135 heavy goods vehicles per day which, at less than 2% of the overall traffic volume, is below the average for similar roads on the Borough's road network.

12. 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. On this basis, it is recommended that the Cabinet Member meets with the petitioners, giving them the opportunity to state their case to him thereby enabling him to make a decision on how best to proceed.

### **Financial Implications**

There are currently no financial implications associated with the recommendation for the hearing of the petition. Depending on the outcome of the Petition Hearing, any future costs arising are anticipated to be met from Transport for London Local Implementation Plan funding.

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

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

The recommendations 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.

### **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 measures must comply with the advertising and consultation requirements of the Road Traffic Regulation Act 1984.

### **BACKGROUND PAPERS**

NIL.

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# APPENDIX A: LOCATION MAP DAWLEY ROAD - SHEPSTON LANE

