

PETITIONS REQUESTING A RESIDENTS ONLY PARKING MANAGEMENT SCHEME IN MEADOW WAY AND MEASURES TO PREVENT SPEEDING IN MEADOW WAY AND HAWTHORNE AVENUE, EASTCOTE

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	Steven Austin Residents Services Directorate
Papers with report	Appendix A

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received two petitions from residents of Meadow Way, Eastcote, one requesting the introduction of a "residents only" permit parking scheme and the other asking for measures to prevent speeding.
Contribution to our plans and strategies	The requests can be considered in relation to the Council's strategy for on-street parking controls and road safety.
Financial Cost	Subject to the outcome of discussions with petitioners the Cabinet Member may be minded to commission speed and traffic surveys. The current cost of these is in the region of £80 to £85.
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward(s) affected	Eastcote and East Ruislip, Cavendish

2. RECOMMENDATIONS

Meeting with the Petitioners, that the Cabinet Member:

- 1. Listens to their request for the introduction of a residents' only parking scheme on Meadow Way, Eastcote.**
- 2. Subject to the outcome of the above, asks officers to add the request to the Council's extensive parking programme for further informal consultation on a possible area agreed with ward councillors.**
- 3. Discusses with petitioners their concerns over vehicle speeds in Meadow Way.**

4. Subject to the outcome of the above, asks officers to undertake traffic surveys, at locations agreed by the petitioners and local ward councillors and then report back to the Cabinet Member.

Reasons for recommendations

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 will be discussed with petitioners.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. Two e-petitions have been submitted to the Council from residents who mainly live in Meadow Way and Hawthorne Avenue, Eastcote. As both petitions are concerned with broadly the same roads, it is appropriate that the concerns raised should be considered in the same report so that the Council can adopt a coordinated approach to finding solutions to the issues residents have highlighted.

2. The first petition with 21 signatures has been signed under the following heading *"We the undersigned petition the Council to ever since traffic lights on Field End Road/Elm Avenue have been upgraded, cars have been using Hawthorne Avenue/Meadow Way as a shortcut to get to Field End Road and Elm Avenue the other way. The objection I, and all other the resident, have is the speed they drive at, far too fast. (sic)*

Petitioners then go on to state *"Before a serious accident happens we would like a speed limit introduced down Meadow Way and Hawthorne Avenue"*

3. The second petition with 20 signatures has been signed under the following heading *"We the undersigned petition Hillingdon Council to implement a Residents Parking Scheme on Meadow Way free of charge! As car owners we already pay fees for owning and using a car and should be able to park in front of our own home for free. Owners should be allowed to park across the white line that is painted across the drive.*

Petitioners then go on to state *"Increasing number of vans /lorries are parking on Meadow Way occupying more than a normal-sized parking bay and this is causing restricted views of the road when trying to come out of our drives. They should not be allowed to park on any residential road anyway, especially overnight".*

4. Meadow Way and Hawthorne Avenue are mainly residential roads a short walk from Eastcote Town Centre shops, underground station, library and other local amenities. As the lead

petitioner alluded to, Meadow Way and Hawthorne Avenue connect Elm Avenue to Field End Road and taking this route avoids the traffic signals at the Elm Avenue/Field End Road junction.

5. The Cabinet Member will recall that in March 2016 the Council commissioned 24/7 independent speed and traffic surveys at three locations on Hawthorne Avenue and two locations on Morford Way following concerns raised by residents over vehicle speeds. Attached below is the table showing the results of the surveys undertaken in Hawthorne Avenue showing the 85th percentile was between 21mph and 33 mph northbound and 18 mph to 32 mph southbound.

Hawthorne Avenue OS #1	Total Vehicle	15 - 20 mph	20 - 25 mph	25 - 30 mph	30 - 35 mph	35 - 40 mph	40 -45 mph	45 - 50 mph	50 - 55 mph	55 - 60 mph	60 - 100 mph	85th % mph
Northbound	10,200	5,785	2,051	77	1	0	0	0	0	0	0	21
Southbound	9,355	4,676	2,267	139	10	0	0	0	0	0	0	21

Hawthorne Avenue OS #16	Total Vehicle	15 - 20 mph	20 - 25 mph	25 - 30 mph	30 - 35 mph	35 -40 mph	40 - 45 mph	45 - 50 mph	50 - 55 mph	55 - 60 mph	60 - 100 mph	85th % mph
Northbound	7,224	466	1,643	2,788	1,494	443	110	28	3	2	1	33
Southbound	6,656	720	1,736	2,314	1,177	356	71	16	6	0	1	32

Hawthorne Avenue OS #79	Total Vehicle	15 - 20 mph	20 - 25 mph	25 - 30 mph	30 - 35 mph	35 -40 mph	40 -45 mph	45 - 50 mph	50 - 55 mph	55 - 60 mph	60 - 100 mph	85th % mph
Northbound	7,324	4,604	1,550	235	58	16	2	2	0	0	0	21
Southbound	6,688	3,271	253	154	51	15	3	1	0	0	0	18

6. As the Cabinet Member will be aware, the 85th percentile 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.

7. These surveys were undertaken by an independent specialist third-part company, the results therefore being not only accurate and comprehensive but totally impartial. The survey data was captured using 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 speed over a 24-hour, seven day a week basis.

8. Although surveys have been undertaken in Hawthorne Avenue, no data has been captured in Meadow Way. As a result the Cabinet Member may be minded to commission further surveys in both roads at locations agreed by petitioners and ward councillors. This will help determine whether speeding and "rat-running" is an issue in these two roads to avoid the signals at the Elm Avenue/Field End Road junction.

9. The second petition is requesting a residents permit parking scheme in Meadow Way. Meadow Way and Deane Way are two of the nearest unrestricted roads in close proximity to Eastcote Town Centre and would be an attractive place for non-residents to park. Responses received to previous consultations with residents in these two roads indicated that residents were happy with their existing parking arrangements and as a result no parking scheme was developed for these roads.

10. However, some time has elapsed since residents were consulted and other nearby roads have subsequently been included in the Eastcote Parking Management Scheme. This is likely to have increased the pressure on the available kerbside space in Hawthorne Avenue.

11. As a result of the above, it is recommended that the Cabinet Member discusses with petitioners in detail their concerns and, if considered appropriate, asks officers to add this request to the future parking scheme programme. As is common practice, investigations could be combined along with any other nearby roads that the local ward councillors feel may benefit from parking controls.

Financial Implications

If the Cabinet Member is minded to agree to undertake independent speed and traffic surveys the cost is usually in the region of £80 to £85 per location which will be funded through an allocation for the Transportation and Projects Service. If works are subsequently required, suitable funding will be identified within the Road Safety programme.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendations?

To allow the Cabinet Member to consider the petitioners' request and available options the Council has to address these concerns.

Consultation Carried Out or Required

If the Council subsequently investigates the feasibility of introducing parking restrictions in Hawthorne Avenue and surrounding roads, consultation will be carried out with residents to establish if there is overall support.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and concurs with the financial implications outlined above.

Legal

There are no specific legal implications for the proposal to informally consult residents on parking restrictions. Informally consulting residents 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.

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's

recommendations. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

If the decision maker recommends officers undertake a statutory consultation, the procedures that should be followed in this case are set out in the Road Traffic Regulation Act 1984 and The Local Authorities Traffic Orders (Procedures) (England and Wales) Regulations 1996 (SI 1996/2489).

If specific advice is required, Legal Services should be instructed.

Corporate Property and Construction

None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received