

# SNOWDEN AVENUE, HILLINGDON - PETITION REQUESTING A 20MPH SPEED LIMIT AND RAISED TABLES

<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

## 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition from residents of Snowden Avenue, Hillingdon concerned with excessive traffic speeds in their road.
<b>Contribution to our plans and strategies</b>	The request can be considered as part of the Council's annual programme of road safety initiatives.
<b>Financial Cost</b>	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.
<b>Relevant Policy Overview Committee</b>	Residents', Education and Environmental Services Policy Overview Committee
<b>Ward(s) affected</b>	Hillingdon East

## 2. RECOMMENDATION

**Meeting with the Petitioners, the Cabinet Member for the Planning, Transportation and Recycling:**

- 1. Listens to their concerns and request for a 20mph speed limit and raised tables;**
- 2. Notes the results of previous independent 24 hour, seven day traffic surveys undertaken in Snowden Avenue; and**
- 3. Subject to the outcome of the above, decides if officers should commission further traffic surveys, at locations agreed by the petitioners and then report back to the Cabinet Member with the results.**

### **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 44 signatures from residents of Snowden Avenue has been received by the Council. In a covering statement, the lead petitioner outlines the problem as *"Snowden Avenue is used as a cut through from Long lane, at peak times Snowden Avenue becomes dangerous as cars drive at speed, cause congestion and risk pedestrians mainly school children using the footpaths to make their way to many of the local schools. Residents believe speed tables will ensure people drive safely on our road."*
2. Snowden Avenue is a residential road within Hillingdon East Ward. It provides a link from Long Lane (A437) to the Oak Farm Estate. There are four schools in the area. Oak Farm Infants and Junior School on Windsor Avenue, Ryefield Primary School on Ryefield Avenue and both Swakeleys School and Oak Wood School (Abbotsfield) (secondary) which are both accessed from Clifton Gardens and Sutton Court Road. A location plan of the area is attached as Appendix A.
3. The petition is asking for raised tables to be installed alongside a 20mph speed limit. The Council usually undertake traffic surveys to provide the evidence to support the installation of traffic calming measures.
4. As the Cabinet Member is aware, these types of surveys are undertaken by an independent specialist third-party company, the results, therefore, being not only accurate and comprehensive, but totally impartial. The survey data is 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 speeds over a 24-hour, seven day a week basis, so any particular patterns during different times of the day or week.
5. The Council undertook 24-hour, seven day traffic surveys in February 2018 at three locations in Snowden Avenue following concerns with vehicle speeds from the Local Ward Councillors. The three locations were outside No 66 (north of Oakdene Road), outside No 48 (north of Oakdene Road) and outside No 20 (south of Oakdene Road). The speed data obtained showed that the majority of vehicles are travelling at or below the 30mph speed limit. The majority of vehicles were travelling between 20 and 25 mph.
6. The 85% speeds recorded outside No 66 Snowden Avenue were 27mph northbound and 26mph southbound. Outside No 48 Snowden Avenue, the 85% speeds were 24mph northbound and 25mph southbound. Outside No 20 Snowden Avenue, the 85% speeds were 25mph northbound and 24 mph southbound.

7. The Cabinet Member will be aware the 85<sup>th</sup> 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.
8. These traffic survey results did not give the Council sufficient evidence to recommend further investigations into installing traffic calming measures in Snowden Avenue at that time.
9. It is clear from the petition that residents are still concerned about vehicle speeds and have taken the opportunity to raise these in a petition. It is therefore suggested that the Cabinet Member meets with petitioners and listens to their concerns in greater detail. Subject to the outcome of these discussions the Cabinet Member may be minded to agree to commission further independent speed and traffic surveys in Snowden Avenue, at locations to be agreed with the petitioners and ward councillors, in order to help inform any possible solutions.

### **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 could be funded through an allocation for the transportation and projects service. If works are subsequently required, suitable funding will need to be identified within the Council's 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 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 the report and confirms that there are no financial implications arising from the recommendations.

### **Legal Implications**

There are no special 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**

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**

Petition received