

## PETITION 'CHERRY LANE SPEED AND ROAD SAFETY'

<b>Cabinet Member(s)</b>	Councillor Keith Burrows
<b>Cabinet Portfolio(s)</b>	Planning, Transportation and Recycling
<b>Officer Contact(s)</b>	Alan Tilly - Residents Services
<b>Papers with report</b>	Appendix A – Location Maps Cherry Lane between A408 Stockley Road and Sipson Road

### HEADLINES

<b>Summary</b>	To advise the Cabinet Member of the petition expressing concern about the speed of traffic and road safety along Cherry Lane between Cherry Lane Roundabout and Sipson Road.
<b>Putting our Residents First</b>	This report supports the following Council objectives of: <i>Our People; Our Natural Environment; Our Built Environment; Our Heritage and Civic Pride; Strong financial management. The Hillingdon Local Plan: Part One – Strategic Policies 2012; London Borough of Hillingdon LIP Delivery Plan 2013/14 to 2016/17.</i>
<b>Financial Cost</b>	There are no financial implications of this report at this stage.
<b>Relevant Policy Overview Committee</b>	Residents', Education and Environmental Services Policy Overview Committee.
<b>Relevant Ward(s)</b>	Heathrow Villages & West Drayton.

### RECOMMENDATIONS

**That the Cabinet / Cabinet Member(s):**

- 1. Meets with and listens to the petitioners' concerns;**
- 2. Notes that the Cherry Lane is a local distributor road but fortunately without a recent major collision history;**
- 3. Notes the specific concerns listed by petitioners in their petition, and the actions/ investigations undertaken to date, details of which are discussed in the body of this report;**

4. Notes that recent traffic surveys show that prevailing traffic speeds have reduced slightly between the previous surveys in 2014 and 2017;
5. Notes that a recent accessibility audit reported that the bus stop referenced by petitioners is designed in accordance with current standards, and that any alterations to bus shelters must as always be agreed by Transport for London, who have the responsibility for the majority of local bus stop infrastructure;
6. Notes that the steel sewer cover reported by petitioners has been investigated by the Council's Highways Team and replaced, subsequent to which there have been no further reports of accidents;
7. Notes that the police consider the road section in question to be laid out safely and appropriately for its purpose with clear sight lines and safe crossing points;
8. Notwithstanding the above, subject to the testimony of petitioners, considers asking officers to commission further independent '24/7' traffic surveys at locations to be agreed with petitioners and Ward Members; and
9. Subject to the above, asks officers to consider the relevant detail of the petitioners' testimony, and if appropriate, to discuss these further with the emergency services through the next Traffic Liaison Meeting, and then if deemed appropriate, to undertake further investigation and report back to him.

#### **Reasons for recommendation**

To give the Cabinet Member the opportunity to discuss with the petitioners their concerns and aspirations.

To investigate in further detail the potential to address the petitioners' concerns.

#### **Alternative options considered / risk management**

Options will be discussed with the petitioners.

#### **Policy Overview Committee comments**

None at this stage.

#### **SUPPORTING INFORMATION**

1. A petition with 39 valid signatures has been received by the Council from residents who live in the vicinity of Cherry Lane. Cherry Lane connects the Stockley Road / Cherry Lane roundabout junction with West Drayton. Cherry Lane is a bus route and benefits from street lighting and a 30 mph speed limit. For much of its length Cherry Lane has residential

frontages though midway along its length Cherry Lane Primary School playing fields back on to the road.

2. The petition is worded as follows:

*"Speeding traffic/road resurfacing/pavement resurfacing and cars spinning off road onto pavement & property".*

3. The petitioners are specifically concerned with what they report as:

- *Excessive speeds along Cherry Lane and Sipson Road (Appendix A for Location Map);*
- *A steel sewer cover in the arc of Cherry Lane adjacent to the hotel causing drivers to lose control and to mount pavements on both sides of Cherry Lane and Blossom Way;*
- *An accident black spot at the Cherry Lane / Sipson Road junction;*
- *Lack of a speed hump by the school; and*
- *The bus shelter not having enough room for passengers to wait forcing them into the road. This problem has developed since the shelter has been reversed.*

4. The concerns about the steel sewer cover referenced by petitioners were discussed with officers in the Council's Highways team and as a consequence of their further investigations, the cover has been replaced. There have been no further reports of directly related incidents, but the matter will be kept under review.

5. Following receipt of the petition, officers have reviewed the road layout and all of the reported road traffic accidents that have occurred over the five-year period leading up to 31<sup>st</sup> December 2016, the most recent date up to which full data is available. The Cabinet Member will be aware that the Council is able to access the London-wide database of 'personal injury accidents' which is maintained by Transport for London, with the input of data from the Metropolitan Police. This database is a useful and relatively impartial tool based upon reports by police officers which allows a user of the database to establish road traffic incident trends and patterns, and in particular to see if there is any obvious causes as to why they have occurred.

6. Officers decided to review the longer period of five years' data rather than the usual three year period to develop the best possible understanding, taking into account the relatively low number of collisions that have been recorded. Officers further reviewed the bus stop accessibility and consulted the Metropolitan Police's Safer Transport Team.

7. Officers visited the site as a matter of course to assess the petitioners' observations in detail on the ground. During the site visit it was observed, for example, that there was a broken wall at one of the two Cherry Lane / Sipson Road junctions. Officers then reviewed each of the petitioners' wishes, the findings of which are described in this report.

8. Cherry Lane is primarily a local distributor road within a residential area, where the focus is on the quality of the public realm, which has to be responsive local people's needs rather than accommodating fast-flowing traffic. The Council's approach is to introduce safety by design whilst minimising street clutter. Motorway style crash barriers are considered to be unsightly in this type of area. The highway regulations further restrict the scope for the installation of signs along Cherry Lane.
9. Although the concerns raised by petitioners are respected and appreciated, study of the collision pattern along Cherry Lane suggests that the road is not considered to be a cause of special concern and consequently 'accident black spot' signs do not appear to be warranted.
10. The five-year period collision record shows between two and four accidents per year in Cherry Lane, none of them recorded as 'serious' in injury terms. The collision record for the Sipson Road junction and crossing area is similar and there is no evidence of any particular trend that might be possible to ascribe to some defect in the road layout. Just one collision was recorded along Cherry Lane near No.100. There is no justification for building a wall along Cherry Lane.
11. Notwithstanding the above, it is noted that the petitioners have included a series of discreet dates in their petition ('25/01/2016; 29/07/2017; 01/10/2017; 25/06/2016; 29/07/2017; 01/08/2017 and 01/10/2017') and it may be that they will be able to elaborate on the detail behind these, based upon their local knowledge.
12. With regard to the bus stop and shelter arrangements, the Cabinet Member will be aware that these are principally the responsibility of Transport for London (TfL) and its subsidiary, London Buses, which has the statutory responsibility for bus services and bus stop infrastructure across Greater London. With this in mind, to assess the specific bus stop concerns raised by petitioners, a bus stop accessibility audit was carried out jointly by officers from Transport for London and the Council's Principal Access Officer, the latter being a wheel chair user himself.
13. The audit revealed that the bus stops are fully accessible and that their design is in accordance with TfL's current accessibility standards. The shelters are of the so-called cantilever type. This type of shelter has no side panels and is normally introduced when the footway is narrow, so that pedestrians wishing to pass alongside other waiting bus passengers can do so without having to step into the carriageway.
14. The possibility of a risk that children may be tempted to enter the road at school times is being investigated and will as far as practicable be addressed by the Council's School Travel Advisors, who, as the Cabinet Member will be aware, work closely with most of the Borough's schools. The management team of Cherry Lane School and the Police Safer Transport Team will be involved as necessary.

15. Officers have further contacted the Metropolitan Police's Safer Transport Team in response to the petitioners' specific concerns. The police consider that the road is laid out safely and appropriately for its purpose, with clear sight lines and safe crossing points.
16. The police stressed that in their view it would be inappropriate to introduce a 20mph zone along Cherry Lane, taking into account its function as a local distributor road as well as its proximity to the M4 and the A408 Stockley Road which have a 50mph speed limit. The police mentioned that they would not support a raised table in the vicinity of the school. It is important to bear in mind that the crossing is being patrolled at school times.
17. The police further considered that there is little scope to change the layout and that, for example, a motorway crash barrier along Cherry Lane would be unsightly and would impinge upon space on the footways behind any such barrier. They also considered that Cherry Lane was well lit, especially near the bend, that the signalled crossing was well located and signed, and that the 'visi-rail' pedestrian guardrail (with a sight-gap immediately below the top rail) by the school was appropriate and effective.
18. Another suggestion put forward by petitioners is to erect more 30mph speed limit signs. The Cabinet Member will be aware that present national traffic signs legislation does not allow the erection of upright repeater signs in urban streets with a 30mph speed limit and streetlighting.
19. Speed surveys were carried out in Cherry Lane in 2014 and more recently during the period of 31<sup>st</sup> October to 6<sup>th</sup> November 2017, the results of which are shown in Tables 1 and 2 below. During the intervening period the 30mph restriction boundary was moved eastwards towards Cherry Lane Roundabout. The 2017 survey results show that the majority of vehicles (85%) were travelling between 25 and 35 mph in the Blossom Way area, a slight reduction when compared with the 2014 results.
20. The results of the above were reported to the Cabinet Member for Planning, Transportation and Recycling for his consideration at the time. The Cabinet Member may wish to take into account any further testimony from petitioners and dependent upon that, consider if there may be merit in a further 24/7 traffic survey.

## **Financial Implications**

There are no direct financial implications associated with the recommendations to this report. However, if any future measures aimed at traffic calming and road safety arise as a result of this petition, funding will be identified from existing budgets within the Transportation Service

## **RESIDENT BENEFIT & CONSULTATION**

### **The benefit or impact upon Hillingdon residents, service users and communities?**

The hearing will allow for consideration of petitioners' concerns with the new facilities and possible changes to the design.

## **Consultation carried out or required**

None at this stage.

## **CORPORATE CONSIDERATIONS**

None at this stage.

## **Corporate Finance**

Corporate Finance has reviewed the report and concur with the financial implications set out above.

## **Legal**

There are no special legal implications for the proposal to discuss with petitioners their concerns, which amounts to an informal consultation. A meeting with the petitioners is perfectly legitimate as part of a listening exercise. 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.

Section 122 Road Traffic Regulation Act means that the Council must balance the concerns of objectors with their statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic.

The outcome of any previous consultation should not prejudice the consideration of responses received in relation to the informal consultation or any future consultation.

Should there be a decision that further measures are to be considered then the relevant statutory provisions will have to be identified and considered at that time.

## **BACKGROUND PAPERS**

Petition 759.

**TABLE 1: SPEED SURVEY RESULTS NOVEMBER 2017 (85<sup>th</sup> percentile speed: 32 - 36 mph)**

Location	Total vehicles	35 - 40 mph	40 - 45 mph	45 - 50 mph	50 - 55 mph	55 - 60 mph	60 - 100 mph	85% mph
<b>East of hotel delivery entrance</b>								
Eastbound	48,611	2,809	341	48	11	3	7	33
Westbound	53,461	7,084	1,213	214	35	10	7	35
<b>East of Blossom Way</b>								
Eastbound	50,348	6,401	1,419	303	68	18	14	35
Westbound	44,612	5,868	1,356	340	84	28	5	36
<b>Outside No 5 Cherry Lane</b>								
Eastbound	49,107	2,311	259	26	2	6	1	33
Westbound	41,129	1,391	186	18	1	0	0	32

**TABLE 2: Speed Survey Results March 2014 (85<sup>th</sup> percentile speed: 37mph)**

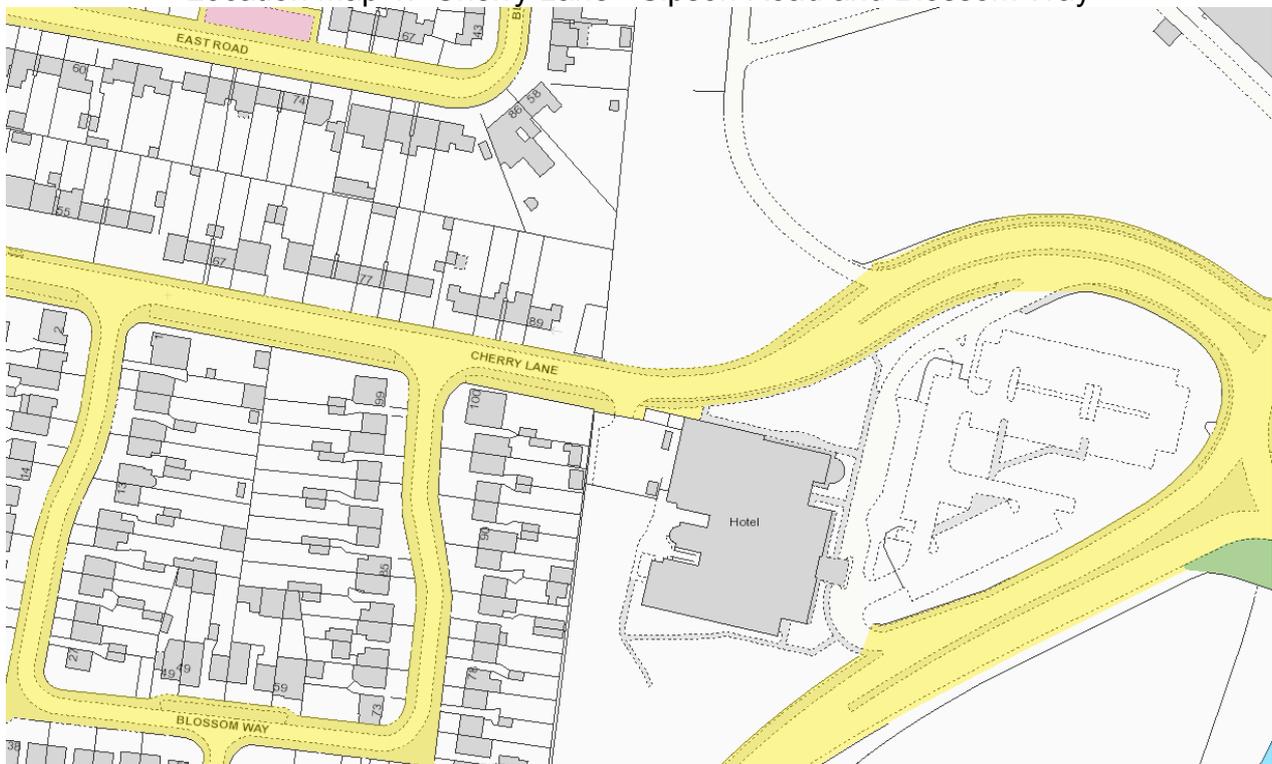
	Total vehicles	35 - 40 mph	40 - 45 mph	45 - 50 mph	50 - 55 mph	55 - 60 mph	60 - 100 mph	85% mph
<b>East of Blossom Way</b>								
East bound	46,126	8,069	2,044	470	99	22	8	37
West Bound	42,215	7,147	1,891	416	108	27	35	37

**Note:** The tables show that vehicle speeds have reduced by approximately 2mph since the start of the 30mph speed limit was relocated to the roundabout.

## Appendix A: Location Maps Cherry Lane between A408 Stockley Road and Sipson Road



Location Map 1: Cherry Lane - Sipson Road and Blossom Way



Location Map 2: Cherry Lane including Blossom Way and No.100