

# PETITION 'TRAFFIC CALMING AND PARKING MANAGEMENT SCHEME IN BATH ROAD, LONGFORD VILLAGE'

<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 Map Bath Road, Longford village Appendix B: Petition 786

## HEADLINES

<b>Summary</b>	To advise the Cabinet Member of the petition expressing concern about the speed of traffic, parking restrictions, road safety and the volume of buses along Bath Road, Longford.
<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; Hillingdon's Sustainable Community Strategy 2011.</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.
<b>Relevant Ward(s)</b>	Heathrow Villages.

## RECOMMENDATIONS

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

- 1. listens to the petitioners' concerns;**
- 2. notes the various actions set out in the report, already taken by the Council to address some of the issues raised by the petitioners; and**
- 3. asks officers to further consider the petitioners' concerns, taking any further investigation as appropriate, and report back to the Cabinet Member subject to the above.**

### Reasons for recommendations

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 30 valid signatures has been received by the Council from residents who live in Longford Village. Petitioners are raising concern about the volume of traffic, especially the speed of traffic, parking stress, anti-social behaviour and the number of buses. The petition describes the problem as follows:

*"Highways, road safety and parking, Speeding vehicles, Airport workers parking in the village, Taxi and chauffeur drivers parking in the village leaving engines running and dropping litter, Too many buses, in particular 'hotel hoppers' and BA crew buses."*

### **Longford Village Road Description**

2. Longford Village is situated along the Bath Road which connects the A4 Colnbrook Bypass in the east with A3044 Stanwell Moor Road in the west, these are both classified roads. Bath Road is located immediately to the north west of Heathrow Airport. The full length of Bath Road has an 18 tonnes goods vehicle weight limit and a 30mph speed restriction. Bath Road is almost a road of two halves in character split by a 'no entry' restriction for westbound traffic except for buses and cycles. Eastbound traffic is, however, allowed to pass in either direction. This has been provided to prevent rat-running by traffic that should assign to the A4 Colnbrook Bypass and A3044 Stanwell Moor Road. The eastern half of Bath Road provides access to airport type uses such as hotels, a conference centre and car parks. By contrast, the western half has residential frontages as well as a public house and children's nursery. On this western half, a residents' parking management scheme is in operation.

3. To calm the speed of traffic on the eastern half, a single speed table has been provided which also serves as an informal pedestrian crossing facility. There are no speed tables on the western side of Bath Road, although there is a width restriction on the bridge over the River Colne. This operates through shuttle working with vehicles travelling eastbound having priority. Whilst this width restriction has been provided to protect a weak bridge, it also serves a traffic calming device in its own right.

4. Following receipt of the petition, officers have checked the number of road traffic accidents that had been reported in the Village over the three year period leading up to 31 December 2016; the most recent date to which full data is available. Four collisions have been recorded along the whole length of Bath Road. These collisions were all spread out without patterns or concentrations which could be considered for remedial measures. These road traffic accident statistics show that the road does not have a significant road safety problem.

5 Longford Village benefits from four bus services: service 81 Heathrow Airport to Slough and service 423 Heathrow Airport Terminal 5 to Hounslow are both operated by Transport for London; First Group provides bus services 7 and 8, both of which operate between Slough and Heathrow Airport. In addition to these scheduled bus services, airport Hotel Hoppa buses also pass through the Village.

6 Longford residents have recently experienced an increase in the volume of buses passing through the Village. This is because the number 7 bus service runs every 15 minutes and the number 8 bus service every half hour at peak times. This means 6 buses pass in each direction every hour, 12 per hour in total. These buses were previously routed along the Colnebrook bypass. Petitioners are asking for traffic calming measures in the village and a 20mph zone but specifically mention they are not in favour of speed tables. Officers suggest that petitioners are offered an opportunity to explain their concerns regarding the speed of traffic and road safety generally in Longford Village and how they consider this could be addressed.

#### *20 mph speed limit to address speeding*

7. In response to the petition, officers have discussed the issues raised with Metropolitan Police's Safer Transport Team. The police mentioned that they have already undertaken a 'Speed Watch' initiative in the village and stopped one driver who was travelling at 42 mph. The police otherwise considered that the 30 mph speed limit in the village is appropriate. Nevertheless, the Council could consider carrying out traffic surveys to validate the petitioners' concerns by means of traffic surveys in Bath Road as no recent information is available.

#### *Extend Parking Restrictions*

8. Petitioners are also requesting that the parking restrictions are extended to cover seven days per week with an exemption for the public houses which are '*to be given a 'lunchtime' parking window from 12: 00 to 14:00 hours*'. More parking enforcement officers are also requested.

9. The Council's Parking Services Manager is unaware of noteworthy parking issues in Longford Village. There is no significant record of requests for enforcement action and the number of enforcement notices issued is not a matter of concern. Officers suggest that petitioners are offered an opportunity to explain their concerns with regard to give them the opportunity to explain the rationale for their request.

#### *More Antisocial Behaviour and Environment Team Officers Enforcing Orders*

10. The Longford area forms part of the Council's Antisocial Behaviour and Environment Team officers' routine monitoring and inspection rota. This has been introduced in response to concerns regarding the nuisance caused by private hire taxi drivers waiting in the village for a pick up from the airport. Problems included drivers leaving engines running as well as dropping litter. This problem has since been addressed through the provision of a dedicated car park for private hire drivers within the airport.

11. The results of the above action were considered with the Cabinet Member for Planning, Transportation and Recycling. The Cabinet Member decided to invite the petitioners to a Petition Hearing to enable him to take a balanced view on all issues brought to his attention before taking any decisions.

## *Volume of buses*

12. The routing of the number 7 and 8 bus services through the Village is relatively recent and their presence is noticeable. Officers could initiate a discussion between First Group, HAL and the Council to discuss ways to balance the needs of local residents, passengers the bus operators.

## **Financial Implications**

There are no financial implications associated with the recommendations to this report. However, if there were costs to arise from further investigations, there will be no financial implications to Council resources as the costs will be funded from the 2018/19 TfL LIP Programme, subject to the Capital Release protocol.

## **RESIDENT BENEFIT & CONSULTATION**

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

The Petition Hearing will allow for the 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 concurs 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's recommendations. 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 its statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic.

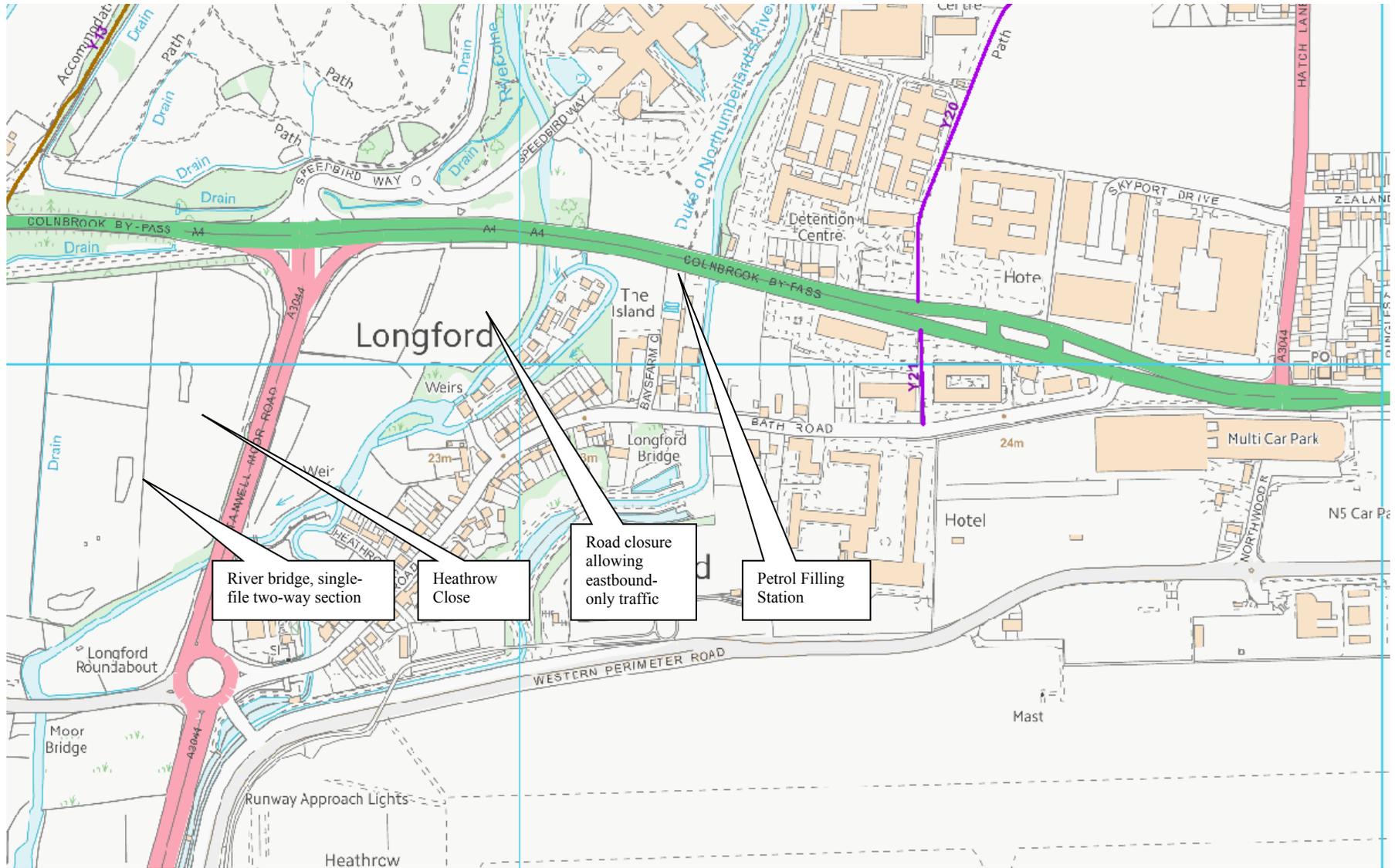
The outcome of any previous consultation should not prejudice the consideration of responses received in relation to the informal consultation or any future consultation.

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 786.

## Appendix A: Location Map Bath Road, Longford



PART I - MEMBERS, PUBLIC AND PRESS