

# MORGANS LANE, HAYES - PETITION REQUESTING TRAFFIC CALMING MEASURES

<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>	Steven Austin 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 Morgans Lane, Hayes concerned with vehicle speeds and drivers ignoring the 'one-way' working.
<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>	Botwell

## 2. RECOMMENDATIONS

Meeting with the petitioners, the Cabinet Member:

1. Listens to their concerns with excessive traffic speeds and drivers ignoring the 'one-way' working in Morgans Lane, Hayes.
2. Notes the results of the previous speed and traffic surveys undertaken in Morgans Lane, Hayes.
3. Subject to the outcome of the above, asks officers to undertake further traffic surveys, at locations agreed by the petitioners 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**

None at this stage.

## **Policy Overview Committee comments**

None at this stage.

## **3. INFORMATION**

### **Supporting Information**

1. A petition with a total of 28 signatures from residents of Morgans Lane has been received by the Council. In an accompanying statement submitted with the petition the lead petitioner states: "*Vehicles driving up the wrong way on one-way Morgans Lane, Hayes UB3. Vehicles driving too fast around the bend on Wood End Green Road to Morgans Lane*". The lead petitioner then goes on to state that residents would like the following outcome: "*Speed Humps, Visible Road Markings and signs for one-way*".
2. Morgans Lane and Wood End Green Road are mainly residential roads close to local shopping parades on Uxbridge Road. Hayes Police Station is located on the junction of Morgans Lane and Uxbridge Road and Hayes End Recreation Ground is nearby. At their widest point, that carriage way of Morgans Lane and Wood End Green Lane are approximately 10 metres wide. Parking is unrestricted in these roads so vehicles are observed to park on both sides of the road. A plan of the area is attached as Appendix A to this report.
3. The petition is asking for traffic calming measures and improvements to the signs and road markings advising drivers of the 'one-way' working made even more surprising by the location of Hayes Police Station at the end of the road. This moving traffic restriction was introduced in 1963. Police recorded collision data for the three years to the end of August 2018 (the latest data available) indicated that there have been no incidents on Morgans Lane or Wood End Lane but there have been four incidents on the Uxbridge Road close to the junction of Morgans Lane.
4. The Cabinet Member will recall that in 2012, the Council commissioned independent speed and traffic surveys at two locations in Morgans Lane, one just before the bend in the road and another in the straight section just after. The data captured revealed the overall so-called '85<sup>th</sup>' percentile speeds (defined as the speed at or below which 85% of the traffic is travelling) were 24mph on the approach to the bend and 27mph after. At the time there was not sufficient evidence to warrant the installation of traffic calming measures. However, a flashing bend warning sign was installed at this location which is subsequently moved to various different sites across Hillingdon.
5. It is clear from the petition that residents are concerned about vehicle speeds and have taken the opportunity to put 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 could recommend undertaking further independent speed and traffic surveys in Morgans Lane, at locations to be agreed with the petitioners, 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 will be funded through an allocation from within the Transportation Service. If works are subsequently required, suitable funding will also be identified from within the Transportation Service.

#### **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 recommendations to this report and concurs with the financial implications as set out.

##### **Legal**

There are no special legal implications for the proposal to discuss with petitioners their concerns with excessive traffic speeds in Morgans Lane, Hayes which amounts to an informal consultation. A meeting with the petitioners 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. Fairness and natural justice requires that there must be no predetermination of a decision in advance of any wider non-statutory consultation.

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.

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

##### **Corporate Property and Construction**

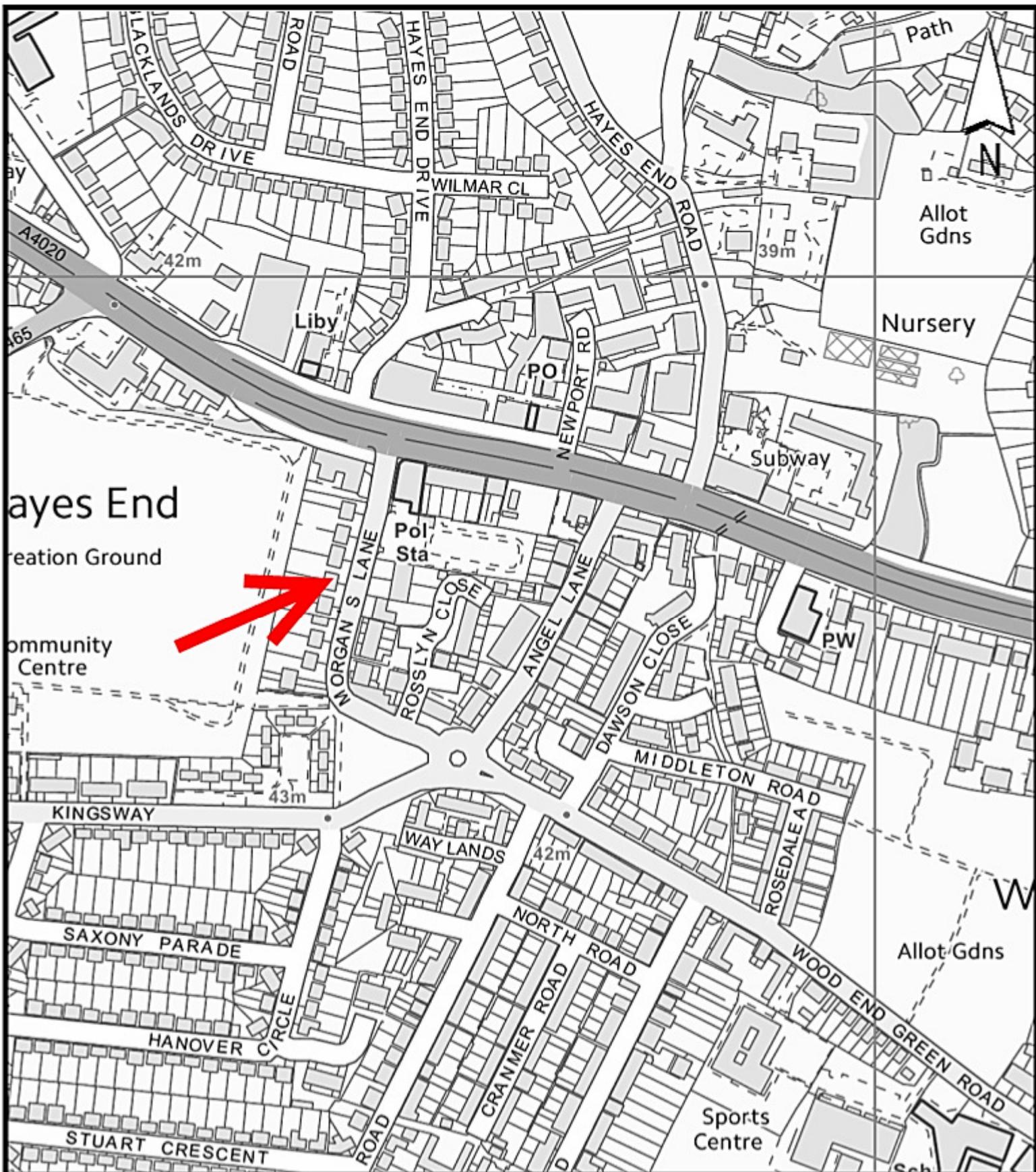
There are no corporate property and construction implications arising from the recommendations in this report.

##### **Relevant Service Groups**

None at this stage.

#### **6. BACKGROUND PAPERS**

Petition received



Morgans Lane, Hayes  
Location plan

Appendix A

Date April 2019  
Scale 1:4,000