

# CORWELL LANE, HILLINGDON - PETITION REQUESTING A BARRIER AT THE CORWELL GARDENS END OF THE ROAD

<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
<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 requesting a barrier on Corwell Lane, close to its junction with Corwell Gardens.
<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 £85 per location and can be funded from within existing revenue budgets for the Transportation service.
<b>Relevant Policy Overview Committee</b>	Residents, Education and Environmental Services
<b>Ward(s) affected</b>	Botwell

## **2. RECOMMENDATIONS**

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

- 1. listens to their request for 'barrier' on Corwell Lane, Hillingdon.**
- 2. advises petitioners that, following advice provided by the Highways Manager, the request for a further barrier in Corwell Lane close to its junction with Corwell Gardens is unfortunately not viable.**
- 3. subject to the outcome of the above, considers asking officers to undertake further traffic surveys, at locations agreed by the petitioners, and to 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 48 signatures has been submitted by residents living in Corwell Lane, Lansdowne Road and Appleby Close, Hillingdon signed under the following heading:

*"We the residents of Corwell Lane sign this petition to ask for a permanent solution be found to the speeding traffic using Corwell Lane as a short cut to avoid the traffic light system at Merrymans Corner. We would request a barrier at the end of Corwell Lane, Corwell Gardens end, to stop non local traffic using the road as a 'rat run' at high speeds putting property and lives in danger."*

2. In an accompanying statement, the lead petitioners helpfully provide the following information:

*"Please find enclosed a petition regarding a barrier at the end of Corwell Lane, Corwell Gardens to stop the non resident traffic using Corwell Lane and adjoining roads to avoid the traffic light system at Merrymans Corner. We are very concerned and have been for some time now at the volume of traffic now using these side streets and the speed at which these vehicles are travelling on what are effectively minor residential streets unsuitable for this kind of use."*

*The petition has provoked considerable interest in adjoining roads who are all very keen to sign the petition due to concerns raised in the previous paragraph."*

3. Corwell Lane and Lansdowne Road are mainly residential roads. Corwell Lane is divided into two sections by a 'fire gate' just north of its junction with Lansdowne Road installed many years ago which prevents north-south through traffic between West Drayton Road and Harlington Road. A location plan is attached as Appendix A.

4. The suggestion that has been tabled by residents is for a further barrier to be installed at the Corwell Gardens end of Corwell Lane and, with regards to this, the Council's Highways Manager has provided the following statement: *"The law is quite clear in that people have the right to pass and repass along Highways without obstruction. Whilst Council's are, in certain circumstances, able to place width restrictions and emergency access barriers in roads using Traffic Order powers, they are not legally able to restrict access to roads for certain people such as residents only."* As a result of the above, the Council regrettably cannot agree to petitioners' request to install an additional barrier on Corwell Lane.

5. Officers have liaised with the lead petitioner who suggested that he was keen to review the scope of his original petition, potentially adding in additional roads. Officers suggested, in light

of this, that the lead petitioner might wish to consider a fresh petition, perhaps drawn from a wider resident base and with the knowledge that the original request, for a road barrier, could not be met. The lead petitioner in turn agreed to discuss the matter with his neighbours and Ward Members. As the petition remained on the Council's database, it was hoped that this could allow the matter to be progressed satisfactorily to help the petitioners prepare for a constructive dialogue with the Cabinet Member.

6. At the last dialogue between officers and the lead petitioner, the latter said that, on balance, he would prefer his petition to be formally heard even though the subject of its request could not be met. This report is therefore intended to provide advice to the Cabinet Member and to help facilitate the dialogue that the petitioners have sought.

7. The main concerns for residents appear to be the speed at which traffic uses Corwell Lane and Lansdowne Road to avoid the traffic signals at Merrimans Corner. As a result of the concerns raised by residents, the Cabinet Member may be minded to instruct officers to commission independent 24/7 Automatic Traffic Counts on Corwell Lane and Lansdowne Road at locations agreed with petitioners and Ward Councillors. The speed and vehicle traffic data captured, and the testimony of petitioners, will help inform the investigations into possible measures as a barrier is not a feasible option.

8. Police recorded collision data for the three year period to the end of December 2018 (the latest data available) indicates that there are no recorded incidents in either Corwell Lane or Lansdowne Road. It should be noted, however, that the collision data which the Council has access to is only police recorded incidents and does not include damage only crashes.

### **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 be identified from Revenue Budgets within the 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 recommendations to this report and concurs with the financial implications as set out above.

## **Legal**

There are no special legal implications for the proposal to informally consult residents on their request for 'barrier' on Corwell Lane Hillingdon. 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.

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.

## **Corporate Property and Construction**

There are no Corporate Property and Construction implications arising from the recommendations in this report.

## **6. BACKGROUND PAPERS**

Petition received.