

# HARMONDSWORTH VILLAGE CONSERVATION AREA - PETITION REQUESTING THAT THE SPEED LIMIT ON ALL ROADS WITHIN THE HARMONDSWORTH VILLAGE CONSERVATION BECOME 20MPH

<b>Cabinet Member(s)</b>	Councillor John Riley
<b>Cabinet Portfolio(s)</b>	Cabinet Member for Public Safety and Transport
<b>Officer Contact(s)</b>	Dr Alan Tilly & Asif Shaikh – Infrastructure, Transport & Building 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 that the speed limit on all roads within the Harmondsworth Village Conservation Area are reduced to 20mph.
<b>Contribution to our plans and strategies</b>	This report supports the Council objective of Our People. The request can be considered as part of the Council's annual programme of road safety initiatives. Reducing the speed limit would be in full accordance with the Council's Transport for London Local Implementation Plan 3.
<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 Select Committee</b>	Public Safety & Transport Select Committee
<b>Ward(s) affected</b>	Heathrow Villages

## 2. RECOMMENDATIONS

That the Cabinet Member for Public Safety and Transport:

- 1) meets with petitioners and listens to their concerns in regard to vehicles travelling at high speed through the High Street and it's side roads;
- 2) subject to the outcome of the above, asks officers to undertake 24/7 traffic speed surveys along the High Street and side roads, the locations to be agreed with petitioners;

- 3) asks officers in the Council's Transport and Town Centres Team to investigate any specific road safety concerns that petitioners may highlight along the roads identified; and
- 4) subject to the outcome of the above, instructs officers to consider any measures which could be implemented along the High Street and its side roads to address the residents' concerns, and report these back to the Cabinet Member and Ward Councillors.

### **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.

### **Select Committee comments**

None at this stage.

## **3. INFORMATION**

### **Supporting Information**

1. An e-petition with a total of 46 valid signatures has been received by the Council.
2. The covering letter of the petition states: *'We the undersigned petition the Council to reduce the speed limit on all roads within the conservation area of Harmondsworth to a maximum limit of 20mph. The petition is raised in response to the increasing number of vehicles travelling at high speeds through the high street and side roads. Action must be taken to reduce to risk to residents and pedestrians. The desire is that all roads within the conservation area have a maximum speed limit of 20mph.'*
3. 20mph zones are generally introduced over a number of streets across an area, typically bordered by physical barriers or main roads. The boundary of the zone is marked by signs at all entry and exit points. To create a 20mph zone, it is generally recommended that if speeds are significantly above 20mph, then suitable traffic calming measures should be considered to ensure that low speeds are maintained throughout.
4. As noted, the 20mph speed limit is signed only on entering the zone and no repeater signs are strictly necessary, although in some cases repeater signs can be added if deemed beneficial, particularly if their use can help reduce confusion.
5. Typical traffic calming measures that could be provided if appropriate could include speed tables, speed cushions, pedestrian refuge islands and road narrowing. The principle is that the traffic calming slows vehicles down to speeds below the 20mph limit, and in this way the zone becomes 'self-enforcing'. Cyclists and pedestrians are given priority over cars through physical alteration to streets. In line with many other local authorities, the Council is moving towards the potential wider use of 20mph zones without significant amounts of new traffic calming, but in practice it remains important that each case is considered on its own merits, using adequate technical evidence to support the testimony of those affected.

6. All main roads in the Harmondsworth Village Conservation Area are already within a 20mph zone with the exception of the High Street and Moor Lane where the speed limit remains 30mph. The petitioners wish the 20mph zone to be extended to include these two roads and the side road leading off them namely Cambridge Close, Summerhouse Lane, School Road, Moorland Road, Saxon Way and Accommodation Lane. A plan of Harmondsworth Village Conservation Area is shown below in Appendix A.

7. The High Street is located in the centre of Harmondsworth and provides access to housing, village shops and a public house. High Street connects Hatch Lane to the east with Moor Lane to the west. Moor Lane has residential frontages on its southern side and with fields on the northern side. There are footways on the southern side only. Moor Lane is mainly a residential street connecting Accommodation Lane to the east and High Street to the west.

8. As the Cabinet Member will be aware, independent traffic surveys are a reliable and well-established means to understand the real situation on the ground. The surveys generally use special equipment, including pneumatic tubes which are mounted temporarily on the road surface, fitted transversely across the whole width of the carriageway. These devices are installed for a period of at least a week to ten days and monitor traffic movements on a '24/7' basis. The equipment is sufficiently sophisticated that not only can it record traffic speeds at any given time, it also records the size and type of vehicle, from motorcycle to large multi-axled lorry as appropriate.

9. It is therefore suggested that the Cabinet Member invites the petitioners to meet with him and state their case, and thereafter he may be minded to instruct officers to commission suitable traffic surveys at locations that can be suggested to him by petitioners and their ward councillors, at or subsequent to the meeting itself. In this way petitioners (and councillors) can be assured that the surveys should best illustrate where they believe the problems are most acute. It is normal practice to avoid times like school holidays or other times when traffic levels are lighter than normal to ensure that the surveys are truly representative of the situation on street.

10. The survey results will subsequently be reported to the Cabinet Member and ward councillors, and will be considered as part of the process of deciding the most appropriate next steps.

### **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 between £80 and £85 per location which can be funded from existing revenue budgets. If works are subsequently required, suitable funding will also be identified existing 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**

The Borough Solicitor confirms that there are no specific legal implications arising from this report.

### **Corporate Property and Construction**

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

### **Relevant Service Groups**

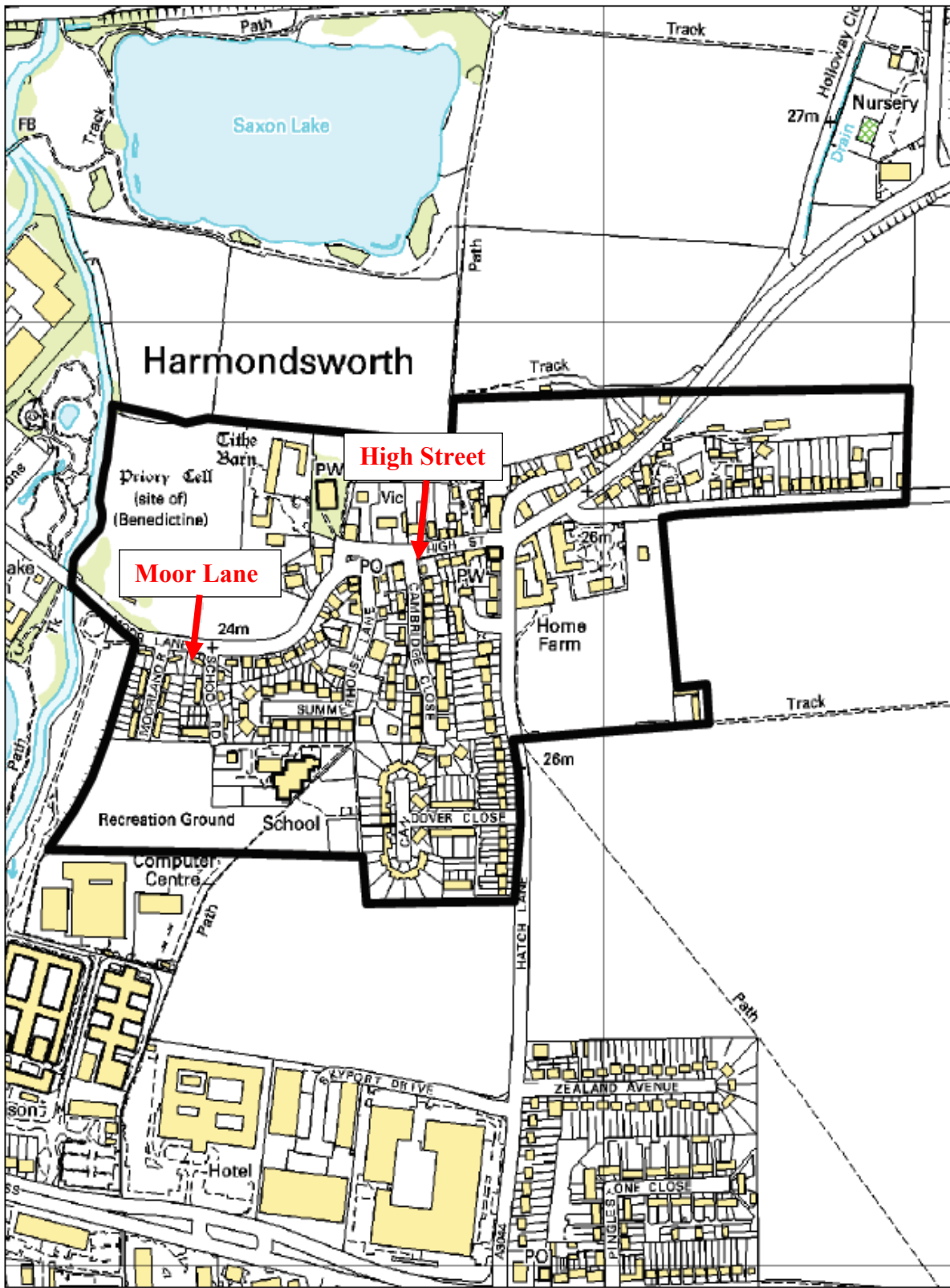
## **6. BACKGROUND PAPERS**

Petition received

## **7. TITLE OF APPENDICES**

Appendix A – Harmondsworth Village Conservation Area Plan

Appendix A



**Harmondsworth Village Conservation Area**



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