

CHURCH ROAD, COWLEY - PETITION REQUESTING TRAFFIC CALMING MEASURES ON ALL APPROACHES TO THE MINI ROUNDABOUT

Cabinet Member	Councillor John Riley
Cabinet Portfolio	Cabinet Member for Public Safety and Transport
Officer Contact	Steven Austin - Infrastructure, Transport & Building Services
Papers with report	Appendix A – Location Plan

HEADLINES

Summary	To inform the Cabinet Member that a petition has been received requesting traffic calming measures on the approach to the mini roundabout where Church Road meets Peachy Lane, Cowley.
Putting our Residents First	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.
Financial Cost	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.
Relevant Select Committee	Public Safety and Transport Select Committee
Relevant Ward	Brunel

RECOMMENDATIONS

That the Cabinet Member for Public Safety and Transport:

- 1) Meets with petitioners and listens to their road safety concerns regarding the mini roundabout at the junction of Church Road and Peachey Lane, Cowley;
- 2) Subject to the outcome of the above, asks officers to undertake 24/7 traffic and speed surveys on Peachey Lane and Church Road, Cowley at locations to be agreed with petitioners and Ward Councillors; and
- 3) Subject to the outcome of the above, instructs officers to consider any mitigation measures which could be implemented to address residents' concerns, and report these back to the Cabinet Member and Ward Councillors.

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.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

1. A petition with 20 signatures has been submitted to the Council under the following heading:

"We the undersigned petition Hillingdon Council to install traffic calming measures on Church Road, Cowley in all directions approaching the mini roundabout at the junction of Peachey Lane and Church Road."

2. Residents have helpfully set out their desired outcome as:

"We would welcome 20mph limit, a box junction approaching the mini roundabout opposite and a zebra crossing to be introduced on this busy stretch of road, particularly in commute times."

A plan of the area is attached as Appendix A.

3. Church Road and Peachey Lane are mainly residential roads but as the name suggests, St Laurence Church is located adjacent to the mini roundabout which petitioners have raised road safety concerns. Field Heath House School and Hillingdon Hospital are also close by and Church Road is regularly used by ambulances taking patients to and from the hospital. Church Road also forms part of the U3 and U5 bus routes.
4. As previously mentioned in this report, the petitioners have submitted some helpful ideas on measures they would like the Council to consider and it may be useful to provide some commentary on each suggestion separately.
5. *"We would welcome a 20mph zone."* 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 the 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.
6. 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 features slow vehicles down to speeds below the 20mph limit, and in this

way the zone becomes 'self-enforcing'

7. 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 in its own merits, using adequate technical evidence to support the case.
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 specialist 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 motorcycles to large multi-axled lorries.
9. The results of any possible surveys will be subsequently reported to the Cabinet Member and Ward Councillors and will be considered as part of the process in deciding the most appropriate course of action.
10. *"A box junction approaching the mini roundabout"*. Box markings are generally only considered where traffic delays occur due to vehicles blocking a junction and impeding cross flow. The regulations around the use of box markings do not permit their use at roundabouts unless traffic entering the box is controlled by traffic signal at all times. As a result, it is not possible to agree to this suggestion.
11. *"Zebra crossing to be introduced on this busy stretch of road"* As the Cabinet Member will be aware, the feasibility of installing a pedestrian crossing depends on a number of design requirements including forward visibility distances, the lay-out of existing driveways, the width of the footways, the safe provision of a safe area for pedestrians to wait and evidence that there is sufficient demand for pedestrians to want to cross at that point.
12. To summarise, it is recommended that the Cabinet Member meets with petitioners and listens to their concerns and thereafter he may be minded to instruct officers to commission suitable traffic surveys at locations suggested to him by petitioners and their Ward Councillors.

Financial Implications

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.

RESIDENT BENEFIT & CONSULTATION

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

To allow the Cabinet Member to consider the petitioners' request.

Consultation carried out or required

None at this stage.

CORPORATE CONSIDERATIONS

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.

Infrastructure / Asset Management

None at this stage.

Comments from other relevant service areas

None at this stage.

BACKGROUND PAPERS

Petition received.

TITLE OF ANY APPENDICES

Appendix A - Location Plan