

BISHOPS ROAD AND YORK AVENUE, HAYES - PETITION ASKING FOR TRAFFIC SPEED MITIGATION MEASURES.

Cabinet Member(s)	Councillor John Riley
Cabinet Portfolio(s)	Cabinet Member for Public Safety and Transport
Officer Contact(s)	Steven Austin – Place Directorate
Papers with report	Appendix A

HEADLINES

Summary	To inform the Cabinet Member that a petition has been received asking that the Council undertake speed surveys with a view to implement speed mitigation measures for Bishops Road and York Avenue, Hayes.
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(s)	Wood End.

RECOMMENDATIONS

That the Cabinet Member for Public Safety & Transport:

- 1. meets with petitioners and listens to their request for traffic and speed surveys and subsequent speed mitigation measures;**
- 2. subject to the outcome of the above, asks officers to commission independent 24/7 traffic and speed surveys on Bishops Road and York Avenue at locations agreed with petitioners and Ward Councillors, and to report back to the Cabinet Member on the outcome.**

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 94 valid signatures signed mainly by residents of Bishops Road and York Avenue, Hayes has been submitted to the Council under the following heading:

"Speeding vehicles, using Bishops Road and York Avenue as a rat run.

Traffic slowing mitigations and testing being requested."

2. In an accompanying statement submitted by the lead petitioner, they helpfully provided the following additional information:

"Speeding vehicles using Bishops Road and York Avenue as a rat run.

Residents report killed pets, damaged cars, and other property.

Loud cars speeding during the night.

The lead petitioner has asked for the following:

For speed testing and for mitigation to slow traffic on both roads."

3. Bishops Road and York Avenue are both mainly residential roads running parallel with each other between Kingsway in the north and Judge Heath Lane to the south. On Judge Heath Lane close to the junctions of both roads there is Wood End Park School, McMillan Early Childhood Centre, a Health Centre, and St Jerome's Church. Although many properties appear to benefit from off-street parking, from officers site observations, both roads appeared to be heavily parked. Following petitions submitted by residents, in September 1999 the Council suspended the enforcement of footway parking on Bishops Road and in March 2001 it suspended enforcement in York Avenue. This effectively allows vehicles to park with two wheels on the footway which increased parking capacity in the area but still maintains access for emergency and refuse vehicles. A location plan is attached as Appendix A.
4. During a recent site visit, cars were observed to be parked on both sides of both Bishops Road and York Avenue, which can often act as an unintended traffic calming measure, it is clear from the well supported petition that residents are concerned with rat running and

vehicle speeds. In light of the testimony made by residents, not only through the petition, but also during the meeting, the Cabinet Member may be minded to instruct officers to commission independent 24/7 speed and traffic surveys in both roads at locations agreed with petitioners and ward councillors.

5. 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, but it also records the size and type of vehicle, from motorcycles to large multi-axled lorries.
6. The Cabinet Member will be aware that the Council, has a range of possible traffic calming measures it is prepared to consider when developing traffic speed mitigation measures but where appropriate these will need to be supported by the local community. Should measures become a future recommendation arising from the survey work the Cabinet Member may instruct officers to undertake, they would be subject to an appropriate public consultation.
7. In the meantime, as the Cabinet Member will be aware, it is vitally important for residents concerned about speeding in their road to approach the Metropolitan Police, which remains the only body able to actually enforce against excess speeds. This is because the offences concerned are endorsable, with possible penalty charges and points on a driver's licence; whilst the Council can explore the potential for physical measures on street as the petitioners have suggested, the Police are potential allies in the battle against inconsiderate driving.
8. In the meantime, officers have checked the Police Accident Database, which as the Cabinet Member will be aware, records all known road traffic incidents where the Police have attended, and it may be noted that in the most recent five years for which these records are available, there have, fortunately, been no recorded incidents on York Avenue and three in Bishops Road, all categorised by the Police as 'slight'; one in August 2018, another in March 2019 and the last in April 2021 all close to the junction with Normandy Drive. As a result, the Cabinet Member may want to ask officers to investigate this junction further in addition to any other possible measures for the wider area.
9. In conclusion, therefore, the Cabinet Member may wish to meet the petitioners and hear their testimony, supported as appropriate by their local ward councillors, and to then consider the technical advice and recommendations set out in this report.

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 £85 per location, which is expected to be managed through existing revenue budgets within the Transportation service. If works are subsequently required, funding would need to be identified from a suitable source.

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