

# WARWICK ROAD, WEST DRAYTON - PETITION ASKING THE COUNCIL FOR TRAFFIC CALMING MEASURES

<b>Cabinet Member</b>	Councillor Jonathan Bianco
<b>Cabinet Portfolio</b>	Cabinet Member for Property, Highways and Transport
<b>Officer Contact</b>	Steven Austin, Place Directorate
<b>Papers with report</b>	Appendix A

## HEADLINES

<b>Summary</b>	To inform the Cabinet Member that a petition has been received asking that the Council investigate options for traffic calming measures in Warwick Road, West Drayton.
<b>Putting our Residents First</b>	This report supports the Council objective of <i>Our People</i> . The request can be considered as part of the Council's annual programme of road safety initiatives.
<b>Financial Cost</b>	The estimated cost of surveys is £85 per location and can be funded from within existing revenue budgets for the Transportation Service.
<b>Relevant Select Committee</b>	Property, Highways and Transport Select Committee
<b>Relevant Ward</b>	West Drayton

## RECOMMENDATIONS

That the Cabinet Member for Property, Highways and Transport:

1. meets with petitioners and listens to their request for the Council to investigate options for possible traffic calming measures for Warwick Road, West Drayton; and
2. subject to the outcome of the above, decides if officers should commission independent 24/7 traffic and speed surveys on Warwick Road, West Drayton 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.

## Policy Overview Committee comments

None at this stage.

## SUPPORTING INFORMATION

1. A petition with 23 signatures signed by residents of Warwick Road, West Drayton which represents 14 of 162 households, has been submitted to the Council under the following heading:

*"Traffic Calming Measures*

*More speed bumps*

*Implement Low Traffic Neighbourhood*

*Low speed limit."*

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

*"Please find attached petition for measures to calm the traffic on Warwick Road*

*With the coming of the Elizabeth Line, there has been a significant increase in number of people living in and around West Drayton. Our road has become a major highway for commuters and we are deeply disappointed that the Council has not taken proactive action to help residents of Warwick Road.*

*On Tuesday my son's car was coming out of the driveway and was hit by a speeding vehicle. The residents of Warwick Road feel that the quality of life and our lives are being put at risk.*

*In the interest of getting this petition heard asap, I have got the minimum number of signatures required. I can assure you that the majority of residents on Warwick Road are very supportive of this petition.*

*Can I please request that this petition receives an urgent hearing before there is a major accident on Warwick Road"*

3. Warwick Road is a mainly residential road close to town centre shops, businesses, and other local amenities. The rear access to West Drayton Station is located on Warwick Road. Roughly half of the length of Warwick Road is in the form of a cul-de-sac with no through access beyond its end; however halfway along the road is its junction with Brandville Road which serves as a route to and from Station Road, one of the main roads through this area of West Drayton.
4. As a result of its proximity to the town centre, Warwick Road benefits from a Parking Management Scheme, operational Monday to Friday 9am to 5pm and already benefits from a series of physical traffic calming measures in the form of speed cushions. A location plan is attached as Appendix A.

5. In an additional email received after the petition was submitted by the lead petitioner and stated the following

*“One further point that came to my mind which would be quick to implement is a ‘No Entry’ subject to access signs at both ends of Warwick cross (1 at No.2 and No.30 Warwick Road) I understand that such signs have been used in Slough and only allow access to residents and those servicing them.”*

6. The ‘No Entry’ sign, including its means of usage, is prescribed in a Statutory Instrument, namely The Traffic Signs Regulations and General Directions 2016, and where used must be supported by a Traffic Management Order. There are a few very specific exemptions allowed to the ‘No Entry’ restriction, which includes provisions to accommodate movements by buses, local buses and/ or cycles. There is not, however, a supplementary sign plate that exempts residents or vehicles servicing them from the ‘No Entry’ prohibition. The reason for this is that there is a heightened risk of danger if a driver is confused about the force of the no-entry restriction.
7. The only way the Highway Authority which is responsible for the area could use alternative signs to those already prescribed in legislation is if they have sought special signs authorisation from the Department for Transport for this site, and from past experience, it is believed that such authorisation would be highly unlikely to be forthcoming for any other ‘no entry’ exemptions. Other bespoke forms of access restriction can be considered on a ‘permit’ basis but these require considerable resources and costs in terms of practical enforcement, such as specialist camera equipment, if they are to be truly effective.
8. Although on site visits, cars were observed to be parked on both sides of Warwick Road, these often act as an unintended traffic calming measure, but nevertheless residents are evidently concerned at perceived vehicle speeds in their road. In light of the testimony made by residents, not only in the petition and accompanying letter, but also during the meeting, the Cabinet Member may be minded to instruct officers to commission independent 24/7 speed and traffic surveys on Warwick Road at locations agreed with petitioners and ward councillors.
9. As the Cabinet Member will be aware, independent traffic surveys are a reliable and well-established means to help 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.
10. The Cabinet Member will be aware that the Council, like most local authorities, no longer introduces the older type of round-topped hump (which petitioners have referred to as ‘speed bumps’) but in some cases, where evidence is sufficient and support is evident, it is sometimes prepared to consider other measures such as flat-topped speed tables and speed cushions, the latter similar to those already existing, but only where they are appropriate and supported by the community. Should such measures become a future recommendation, arising from the survey work the Cabinet Member may instruct officers to commission, then they would be subject to an appropriate public consultation.

11. In conclusion, therefore, it is recommended that that Cabinet Member meets with the petitioners and listens to their concerns, and then considers the commissioning of independent traffic surveys to establish the situation on the ground, and to report back to him on the findings.

### **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 can be funded by existing revenue budgets. 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**

Legal Services confirm 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

