

AUSTIN’S LANE, ICKENHAM - PETITION REQUESTING THE “Implementation of speed bumps/humps on Austin’s Lane, Ickenham”

Cabinet Member(s)	Councillor Jonathan Bianco
Cabinet Portfolio(s)	Cabinet Member for Property, Highways 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 for “speed bumps/humps” on Austin’s Lane, Ickenham.
Putting our Residents First	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.
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	Property, Highways & Transport Select Committee
Relevant Ward(s)	Ickenham & South Harefield

RECOMMENDATIONS

That the Cabinet Member for Property, Highways and Transport:

- 1. meets with petitioners and listens to their request for the “implementation of speed humps/bumps on Austin’s Lane, Ickenham”.**
- 2. Notes the package of improvements already undertaken by the Council; and,**
- 3. subject to the outcome of the above, decides if officers should commission independent 24/7 traffic and speed surveys on Austin’s Lane 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 21 signatures signed mainly by residents who live in the Ickenham Village area, has been submitted to the Council under the following heading:

"Implementation of speed bumps/humps on Austin's Lane, Ickenham."

In an accompanying statement the lead petitioner has helpfully supplied the following supplementary information.

"For the section of Austin's Lane this petition refers to, the road is a single lane with no footpath, with heavy traffic at various times of the day at unsafe speeds. This road attracts more than your average traffic due to this being a main entry point to Glebe Primary School as well as providing walkway access to Growing Tree Nursery. Therefore, Austin's Lane has hundreds of parents with young children navigating this treacherous road twice daily where pedestrians are forced to walk on the side of the road. To make matters worse there is also Austin's Lane Playground situated within the vicinity, again a destination for parents with young children. I am a parent and make the journey to Growing Tree nursery twice daily and I am fearful one day there will be a tragic accident because there are no speed restriction measures in place.

We are looking for local residents to support this petition and make an area that is a regular walkway to a school, a nursery and children's playground safe. Whilst we thank the Council for these amenities, we urge the Council to ensure the safety of our children.

Drivers currently have no regard for the safety of pedestrians or other road users. I often witness parents with their young children being forced to the edge of the road to miss drivers speeding past which is extremely frightening especially at school hours. The chance of a life-threatening injury caused by unsafe speeds on this road is inevitable and a solution needs to be put in place. I am therefore requesting traffic calming measures in the form of speed bumps/humps on Austin's Lane, Ickenham."

2. Austin's Lane is narrow semi-rural road in feel that links High Road, Ickenham to the Glebe Estate. The width of the carriageway in Austin Lane is approximately 4.4 metres wide in the section referred to by petitioners. It is bounded on both sides by a narrow grass verge enclosed by a chain link fence that separates the adopted highway and privately owned land. A residential development at Home Farm was developed in 1993, and some limited

waiting restrictions near the junction with the High Road were introduced three years later; these were subsequently extended along much of Austin's Lane.

3. Austin's Lane can be identified on an 1856 Ordnance Survey map and appears to have originally only serve to provide access and egress to Ickenham Cottage and nearby fields. Austin's Lane was also mentioned in a 1780 enclosure of the area and known at the time as Austin Lanes. From the evidence it would appear that this is an ancient thoroughfare which perhaps was only intended to provide access way to individual farms, cottages, and fields. A location plan is attached as Appendix A.
4. The suggestion to create a dedicated footway is acknowledged and this has been investigated previously. As mentioned above, Austin's Lane is a narrow road and in most places along the road, bounded by narrow verges where there is simply insufficient width to construct a pavement. The possibility of marking a footway to separate pedestrians from vehicles has also been investigated and whilst Austin's Lane is a two-way road, there is insufficient carriageway width to accommodate this.
5. Part way along Austin's Lane is a narrow road bridge with brick parapets spanning the Metropolitan Line; this bridge ('D18') is owned and maintained by London Underground Ltd (part of Transport for London) and was originally constructed to suit much lighter traffic movements. There is no scope to widen the road at this point without the reconstruction of the bridge.
6. As mentioned by the petitioners, the Council has made improvements to the playground area and access to the playground. There are two warning signs on Austin's Lane warning drivers that there are pedestrians in the road and in 2020, additional 'Slow' markings were painted either side of the railway bridge. There is a dedicated access to the playground from nearby Lawrence Drive (between Nos 72 and 74 Lawrence Drive) and an unofficial route from the Compass Theatre.
7. Residents are clearly concerned at vehicle speeds in this 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 Austin's Lane at locations agreed with petitioners and ward councillors.
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 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 and support is evident, it is prepared to consider other measures such as flat-topped speed tables and speed cushions, 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, they would be subject to an appropriate public consultation.

10. The Cabinet Member may also wish to advise petitioners to consider the fact that in some cases, the introduction of raised traffic calming features can lead to unintended consequences, such as an increase in road noise, which may become an issue of concern for anyone living nearby.
11. The Cabinet Member may furthermore wish to point out that the Metropolitan Police have a fundamental role in terms of tackling inconsiderate driving, in particular the problem of speeding, the latter in particular being an endorsable offence (which can involve prosecution and potentially points added to a drivers' licence, with the further potential of disqualification) and it is important to appreciate that the Council has none of these powers. With this in mind, should the Cabinet Member instruct traffic surveys to be undertaken, the results of these surveys can be shared with the Police so that they may make an informed judgement on whether or not to consider some enforcement activities in Austin's Lane.

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. 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