

NORTH ROAD, WEST DRAYTON - PETITION REQUESTING TRAFFIC CALMING AND A PARKING MANAGEMENT SCHEME

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

HEADLINES

Summary	To inform the Cabinet Member that a petition has been received, asking for traffic calming and a Parking Management Scheme in North Road, West Drayton.
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 and on-street parking controls.
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 and Transport Select Committee.
Relevant Ward	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 implement traffic calming measures and a Parking Management Scheme in North Road;
- 2) Notes the results of the previous 24/7 independent speed and traffic surveys undertaken in North Road;
- 3) Notes the results of previous consultations on options to manage parking in North Road; and
- 4) Subject to the outcome of the above, decides if officers should commission independent 24/7 traffic and speed surveys on North Road at locations agreed with petitioners and Ward Councillors, and to add the request for a Parking Management Scheme programme to the Council's extensive forward programme.

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 50 signatures of residents from North Road, West Drayton, has been submitted to the Council signed under the following heading:

“Parking pressure, desired outcome is for a residents’ parking scheme. A further issue is speeding so speed bumps needed to slow traffic.”

2. North Road is a mainly residential road with many of the properties appearing to have access to off-street parking provision. The width of the carriageway is approximately 5.7 metres and is bounded on both sides by a wide footway averaging around 3 metres wide. Although many properties appear to benefit from off-street parking, from officers’ site observations, the road appeared to be heavily parked. Following a petition submitted by residents, in August 2002 the Council suspended the enforcement of footway parking which allowed vehicles to park with two wheels on the footway to increase parking capacity in the area and to still maintain access for emergency and refuse vehicles. A location plan is attached as Appendix A.
3. During a site visit made by officers it was noted that cars were observed to be parked on both sides of North Road, in a manner which often acts as an unintended traffic calming measure.
4. Petitioners are requesting that the Council consider two issues, firstly a residents’ permit parking scheme and to complement this, traffic calming measures, so it may be useful to deal with these in the order they were raised.

PARKING

5. Residents have advised of “*parking pressure*” in North Road and the Cabinet Member may wish to note that in February 2009, the Council undertook an area-wide informal consultation which included North Road. At the time, only eight residents of North Road took the opportunity to return their questionnaires. Of these, six indicated they wished the existing parking arrangements to remain as they were and two indicated support for a Parking Management Scheme. The results were shared with Ward Councillors and the Cabinet Member at the time who decided that due to the lack of support, a scheme should not be progressed for North Road.
6. In September 2011, a petition with 25 signatures was submitted by residents of North Road asking for measures to address non-residential parking associated with a nearby

development. As a result, and as part of a review of parking in the area, residents of North Road were again informally consulted on options to manage parking in the road. Again, the response rate to this consultation could be considered disappointing. On this occasion, nine residents returned their questionnaires and six indicated they wanted 'no change'; one supported yellow lines; and two said they would support a residents' parking scheme. The results were again shared with Ward Councillors and the Cabinet Member who agreed there was still no mandate from residents to introduce a parking scheme in North Road.

7. However, as some time has elapsed since residents were consulted, and there have been changes in the local area including the new Elizabeth Line services, and in view of the submission of this petition, it is suggested that the Cabinet Member listens to residents' concerns over parking and subject to their testimony, decides whether to add the request to the Council's extensive parking scheme for a further informal consultation.

TRAFFIC CALMING

8. The second concern raised in the petition is regarding vehicle speeds and a request for '*speed bumps*'. Whilst some forms of traffic calming have been introduced widely, including so-called '*speed tables*', petitioners may wish to consider the fact that such features can sometimes have the unintended effect of increasing noise from passing traffic, notably skip lorries and similar commercial vehicles which may carry loose loads. Horizontal traffic calming such as chicanes and similar measures are seldom suitable for a residential road; they can cause problems such as loss of parking, visual intrusion and are less effective at actually reducing the speeds of cars and vans in particular. The Cabinet Member may wish to advise the petitioners to consider these factors in their own deliberations, although to counter this argument it is noted that there is some traffic calming already in situ; it may be instructive to hear from petitioners whether they are happy with the side-effects of this.
9. Fortunately, North Road does not have a known poor road traffic collision record; indeed, officers have interrogated the Police Road Traffic Collision data for North Road and have established that there have been two road traffic collisions, recorded by the Police, for the most recent five years for which data is available, both classed as 'slight'. It is appreciated that incidents involving the Police may not tell the whole story, but at the same time this independent road traffic collision data from the Police is a very important tool to help the Council prioritise interventions across the Borough, when there are always competing requests.
10. The Cabinet Member should be made aware of recent 24/7 speed and traffic surveys undertaken at two locations on North Road as recently as October 2022, following a petition that the Cabinet Member heard the previous month.
11. The data captured at a location to the south of West Road revealed the 85th percentile northbound was 28mph, and southbound was 28mph. The north and southbound 85th percentile just to the south of Thornton Road was also 28mph in both directions. The 85th percentile is the speed at or below 85% of all vehicles are observed to travel, and is a nationally recognised method of assessing traffic speeds as it effectively refers to the majority of traffic movements. Such speeds of the order of 28mph, and thus within the posted speed limit, are not considered excessive.
12. Residents are clearly concerned at perceived vehicle speeds in their section of road. In light of the testimony made by residents, not only in the petition, but also during the meeting, the Cabinet Member may be minded to instruct officers to commission further

independent 24/7 speed and traffic surveys on North Road at locations agreed with petitioners and Ward Councillors.

13. However, it is also strongly recommended that the views of the Metropolitan Police should be sought, because it is they and they alone who have the necessary enforcement powers to tackle speeding in general, as 'speeding' is an enforceable offence, which can lead to points on a driver's licence as well as potential prosecution. Physical traffic calming can be an effective tool, but it can also have unwelcome side effects such as an increase in the noise caused by traffic passing through, such as skip lorries and larger vehicles.
14. Some kinds of traffic calming like chicanes would simply be unviable in a road like North Road. Some measures such as speed cushions might be viable, but would need the case to be supported by survey data in order to make a case for the considerable costs involved. Petitioners and Ward Councillors may wish to carefully consider if such factors are important to them when weighing up the options for any physical measures.
15. 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 discreet 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.
16. In conclusion, therefore, the Cabinet Member may wish to hear the testimony of petitioners and their local Ward Councillors, but at the same time note the fact that previous engagements in the aftermath of similar petitions have generally led to no further action, due either to a lack of supportive evidence or the community ultimately rejecting the measures put forward.

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 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.