

CHURCH ROAD, WEST DRAYTON - PETITION REQUESTING THE INSTALLATION OF 'SPEED BUMPS' TO REDUCE THE SPEED OF TRAFFIC

Cabinet Member & Portfolio	Cllr Steve Tuckwell, Cabinet Member for Planning, Housing & Growth
Responsible Officer	Karrie Whelan - Corporate Director Place
Report Author & Directorate	Steven Austin – Place Directorate
Papers with report	Appendix A

HEADLINES

Summary	To inform the Cabinet Member that a petition has been received requesting 'speed bumps' on Church Road, West Drayton.
Putting our Residents First Delivering on the Council Strategy 2022-2026	<p>This report supports our ambition for residents / the Council of: Live in good quality, affordable homes in connected communities</p> <p>This report supports our commitments to residents of: Safe and Strong Communities</p> <p>The request can be considered as part of the Council's annual programme for road safety measures.</p>
Financial Cost	Should speed and traffic surveys be commissioned, costs will be c.£85 per location, managed within existing Transportation Services revenue budgets.
Select Committee	Corporate Resources & Infrastructure Select Committee
Ward(s)	West Drayton

RECOMMENDATIONS

That the Cabinet Member:

- 1) **Meets with petitioners and listens to their concerns over traffic speeds and their request for 'speed bumps' on Church Road, West Drayton**
- 2) **Also, subject to the outcome of the above, decide if officers should commission independent 24/7 speed and traffic surveys on Church Road, West Drayton at locations agreed with petitioners and Ward Councillors**

Reasons for recommendations

The Petition Hearing will provide a valuable opportunity to hear directly from the petitioners regarding 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 43 signatures has been submitted to the Council signed under the following heading:

*“Speed restrictions on Church Road, West Drayton require speed bumps.

Require speed bumps are put in place to reduce the speed of traffic.”*
2. Church Road is a mainly residential road close to local shops, small businesses, St Martin’s Church, Drayton Hall Park, The Closes Recreation Ground, and other local amenities. The average width of the carriageway at its widest point is approximately 7.3 meters and at its narrowest point is approximately 4.8 metres bounded on both sides by footways.
3. Church Road benefits from existing parking restrictions and some on-street residents permit parking bays operational Monday to Friday 9am to 5pm.
4. Officers have interrogated the most recent police recorded collision data for the last three years and there are three recorded incidents on Church Road. Two collisions were reported close to the junction of Swan Road, one in April 2021 classified as serious and another in November 2020 classified as slight. Another incident was recorded in July 2021 close to the entrance to Drayton Hall Park, which was also classified by the emergency services as slight. However, in light of the petition, it is recommended that the Cabinet Member may wish to hear the testimony from petitioners and their Ward Councillors to understand in greater detail their road safety concerns.
5. Although the petition mentions so called ‘speed bumps’ and, if by these, petitioners are thinking of the older type of round-topped narrow transverse road humps – often known colloquially in the past as ‘sleeping policemen’ – then the Cabinet Member will be aware that the vast majority of councils, Hillingdon included, have not introduced these particular measures for many years.

6. Having said that, various forms of traffic calming features could be considered, where appropriate, if there is a case for them. However, petitioners may wish to consider 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.
7. Horizontal traffic calming measures, such as chicanes and similar measures, are seldom suitable for the average residential road; they can cause loss of parking, are visually intrusive 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 and it should be noted that any form of physical measures can prove to be 'popular' and 'unpopular' in equal measures.
8. Subject to the above, the Cabinet Member may be minded to commission independent 24/7 speed and traffic surveys on Church Road, West Drayton 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 understand the real situation on the ground. These 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 or ten days and monitor traffic movements on a '24/7' basis. The discreet equipment is sufficiently sophisticated such that not only can it record traffic speeds at any given time, but also record the size and type of vehicles, from motorcycles to large multi-axel lorries.
10. It is also recommended that, if they have not already done so, residents raise their concerns directly with the Metropolitan Police because they alone have the necessary powers to tackle speeding and inconsiderate driving in general (if this is the case in Church Road) through enforcement. Physical traffic calming can be an effective tool, but, as mentioned previously, it can also have unwelcome side effects, including an increase in noise caused by traffic passing through, such as skip lorries and larger vehicles.

Financial Implications

Subject to the outcome of discussion with petitioners, the Cabinet Member may request the commissioning of speed and traffic surveys. The current cost of these is c.£85 per location, with spend managed through the existing Transportation revenue budgets.

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 & Engagement 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

There are no legal impediments to following the recommendations within the report.

Comments from other relevant service areas

None at this stage.

BACKGROUND PAPERS

Individual consultation responses

TITLE OF ANY APPENDICES

Appendix A - Location plan

