

PUMP LANE, HAYES – PETITION REQUESTING THE INSTALLATION OF A 20 MPH ZONE AND TRAFFIC CALMING MEASURES

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

HEADLINES

Summary	To inform the Cabinet Member that a petition has been received requesting a 20mph zone and traffic calming measures on Pump Lane, Hayes.
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)	Hayes Town

RECOMMENDATIONS

That the Cabinet Member:

- 1) Meets with petitioners and listens to their request for a 20mph zone and traffic calming measures on Pump Lane, Hayes.
- 2) Also, subject to the outcome of the above, decide if officers should commission independent 24/7 speed and traffic surveys on Pump Lane, 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 29 signatures has been submitted to the Council signed under the following heading:

We the undersigned petition Hillingdon Council to implement meaningful and effective traffic calming measures along Pump Lane in Hayes, including but not limited to a 20mph speed limit and speed bumps as well as any other measures the Council deems necessary, in order to reduce the numerous instances of speeding and reckless driving that occur throughout the day and during the night on Pump Lane.

The lead petitioner has helpfully provided the following additional information:

As the area around Pump Lane becomes more and more built up and residential, there is an ever-increasing risk of a catastrophic accident happening involving vehicles, pedestrians or road furniture. The completion in recent years of the New Hayes Fairview development on the former Chailey Industrial Estate site has already increased the number of pedestrians and other road users in the area, including the hundreds of new residents as well as the patrons attracted to frequent the businesses occupying the commercial units on the ground floor (not least the many children attending a martial arts school on the site). The addition of further new housing developments currently being built on Pump Lane will only contribute further to both foot and road traffic in the area. As more and more people begin to frequent the area, there is a significant danger to people's safety if speeding and reckless driving is not brought under control. As well as the obvious safety concerns, there is also the problem of significant noise pollution caused by revving engines and cars which seem to have been deliberately modified to cause maximum noise disturbance. This is particularly bothersome through the night and into the early hours of the morning. Residents are frequently woken from their sleep in the night, which has a knock-on effect on their lives, including long and short-term health problems as well as work/ school performance issues. The people living in this residential area pay Council Tax fairly. It is not unreasonable for residents on/ near Pump Lane to expect to see a tangible benefit to the area they live in using the money they have paid in good faith for services which should at the very least keep them safe and afford them a relative amount of peace in their own homes. If Hillingdon Council intends to continue to grant planning permission for residential developments on/ around Pump Lane, then it must surely accept that changes will need to be made to reflect the changing nature of the area from one of primarily industrial use into

one for residential purposes, and the need to provide safe and reasonably peaceful places for people to live.

2. Residents have submitted a petition requesting that traffic calming measures are installed along Pump Lane, Hayes to reduce the speed of traffic and improve road safety. The supporting statement and justification suggest that speeding is attributable to people driving in an errant, reckless and delinquent manner. In casual language residents perceive that the road is being used as a “racetrack” by “joy riders” and “boy racers”.
3. Pump Lane is situated in Hayes and connects the Hayes By-Pass A312 to the east with Coldharbour Lane to the west. At its eastern end Pump Lane intersects with the Southall Green Quarter Western Access. The Green Quarter is a major residential mixed used development in Ealing, when completed and occupied, it is anticipated that there will be an uplift in the volume of traffic using Pump Lane. At the eastern end of Pump Lane, the land use is commercial changing to residential in the west. Midway along Pump Lane there is a 2.1m width restriction and 7.5t weight restriction westbound. East of this width restriction the speed limit is 30mph, to the west a 20mph zone is in operation. Throughout its length Pump Lane benefits from footways and street lighting on either side of the carriageway. For much of its length, parking is controlled by single yellow lines that prohibit parking between 8:00am and 6.30pm; at the far western end double yellow lines are in operation – during the daytime there is no dedicated on-street parking available anywhere along Pump Lane.
4. The petitioners point out that there are several new and proposed residential developments at the western end of Pump Lane, this influx of new residents further heightens their concerns as there are a growing number of people “out and about” which includes children. In addition to the road safety risk that speeding drivers present, the petitioners also highlight that it also creates noise disturbance and air pollution which detracts from their quality of life.
5. Officers have carried out a desktop search to establish if there is any information available that further informs the issues raised in the petition. The Metropolitan Police have also been contacted who helpfully responded mentioning that there have been an ongoing problem of anti-social car meets and speeding on Pasadena Close and Bilton Way – both roads take access for the roundabout at the eastern end of Pump Lane. To reach these roads participants may have driven along Pump Lane itself.
6. The Police Road Traffic Collision database has been interrogated to learn about road traffic accidents along Pump Lane that resulting in injury. Over the period 2019 to 2025 there have been six collisions along Pump Lane between vehicles, resulting in slight injury, and one collision resulting in serious injury. The Council is not in possession of any current speed data along Pump Lane.
7. As mentioned above there are now residential developments along the western end of Pump Lane as well as the emerging development of the Green Quarter being built to the east in neighbouring Southall. There is known to be developer interest in redeveloping other commercial sites for residential use. All speeding presents a road safety risk but when this is taking place in residential areas the risk of a vehicle colliding with vulnerable

road users is generally considered to be higher simply because there are more people out and about.

8. In response to this petition, it is recommended that speed surveys are commissioned to determine if speeding is taking place and if so to what extent – the number of vehicles doing so and the speed at which they are moving. If speeding is found to be a road safety concern, officers would then consider what type of intervention would most effectively address the issue whether this involves traffic calming, police enforcement or other measures.
9. The petitioners advocate the introduction of a 20mph zone which as the Cabinet Member will be aware are considered most appropriate where suitable around schools. However, in locations such as Pump Lane some members of the community may see it as being unnecessarily restrictive. They are likely to consider that it would lead to increased journey times and create a potential for congestion as slow-moving vehicle may cause queueing resulting in driver frustration. Driver annoyance heightens the road safety risk as some drivers may become impatient leading to riskier overtaking. There is also the matter of enforcement of the new speed limit which introduces a further undertaking for the Council and Polic. With these factors in mind, the Cabinet Member may wish to relate that the Council does not support a policy of blanket 20mph speed limit zones.
10. 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 most councils, Hillingdon included, have not introduced these measures for many years.
11. There are various forms of traffic calming features that could be considered; however, it should be borne in mind that some devices can sometimes have the unintended effect of increasing noise from passing traffic; for example, the passage of skip lorries and other large vehicles, some with loose loads. 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 reducing the speeds, of cars and vans in particular. Vertical traffic calming measures such as speed tables can be an effective tool, but as mentioned previously, it can also have unwelcome side effects including an increase in noise caused by passing traffic. The aforementioned skip lorries can be particularly noisy when lose chains clang against the side of the skip. 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 measure.
12. 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 but also the size and type of vehicles, from motorcycles to large multi-axle lorries.

13. 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 Pump Lane) through enforcement.

14. 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. Subject to the above, the Cabinet Member may then be minded to commission independent '24/7' speed and traffic surveys on Pump Lane at locations agreed with petitioners and Ward Councillors.

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

The Council received the required number of signatories for a valid petition.

There are no special legal implications for the recommendation to consider the valid petition at a Cabinet Member Petition Hearing. Considering the petition in this formal way is a perfectly legitimate part of a listening exercise; to ascertain the specific actions the decision maker(s) can potentially take with regards to the issues highlighted in the petition, especially where consideration of the factual and engineering issues is still at a formative stage.

Should there be a decision that further measures are to be considered, then the relevant statutory provisions will have to be identified and considered at that time.

Comments from other relevant service areas

None at this stage.

BACKGROUND PAPERS

Individual consultation responses

TITLE OF ANY APPENDICES

Appendix A - Location Plan.