



## Democratic Services

**Location:** Phase II  
**Ext:** 0185  
**DDI:** 01895 250185  
**CMD No:** 886

**To: COUNCILLOR JONATHAN BIANCO  
CABINET MEMBER FOR PROPERTY, HIGHWAYS  
AND TRANSPORT**

c.c. All Members of the Property, Highways and  
Transport Select Committee  
c.c. Caroline Haywood – Place Directorate  
c.c. Perry Scott – Corporate Director of Place  
c.c. Ward Councillors for Heathrow Villages

**Date:** 21 August 2023

## Non-Key Decision request

## Form D

### SIPSON LANE / CRANFORD LANE / HIGH STREET, HARLINGTON - OBJECTION TO PROPOSED TRAFFIC CALMING MEASURES

Dear Cabinet Member

Attached is a report requesting that a decision be made by you as an individual Cabinet Member. Democratic Services confirm that this is not a key decision, as such, the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 notice period does not apply.

You should take a decision **on or after Wednesday 30 August 2023** in order to meet Constitutional requirements about publication of decisions that are to be made. You may wish to discuss the report with the Corporate Director before it is made. Please indicate your decision on the duplicate memo supplied and return it to me when you have made your decision. I will then arrange for the formal notice of decision to be published.

Liz Penny  
Democratic Services Officer

**Title of Report:** Sipson Lane / Cranford Lane / High Street, Harlington - Objection to Proposed Traffic Calming Measures

**Decision made:**

**Reasons for your decision:** (e.g. as stated in report)

**Alternatives considered and rejected:** (e.g. as stated in report)

Signed ..... Date.....

*Cabinet Member for Property, Highways and Transport*

# SIPSON LANE / CRANFORD LANE / HIGH STREET, HARLINGTON - OBJECTION TO PROPOSED 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>	Caroline Haywood - Place Directorate
<b>Papers with report</b>	Appendix A – location plan Appendix B – plans of proposal

## HEADLINES

<b>Summary</b>	To inform the Cabinet Member that an objection has been received to the proposed traffic calming measures on Sipson Lane, Cranford Lane and High Street, Harlington.
<b>Putting our Residents First</b>	The request can be considered as part of the Council's annual programme of road safety initiatives.
<b>Financial Cost</b>	The cost associated with the recommendations to this report is estimated at £80k and will be met from within the 2023/24 Road Safety Programme budget.
<b>Relevant Select Committee</b>	Property, Highways and Transport Select Committee.
<b>Relevant Wards</b>	Heathrow Villages

## RECOMMENDATIONS

**That the Cabinet Member for Property, Highways and Transport:**

- 1. Considers the objection received from the statutory consultation for the proposed traffic calming measures on Sipson Lane, Cranford Lane and High Street, Harlington; and**
- 2. Approves the introduction of the proposed traffic calming measures on Sipson Lane, Cranford Lane and High Street Harlington, as shown on Appendix B.**

### **Reasons for recommendations**

To improve road safety on Sipson Lane, Cranford Lane and High Street.

## Alternative options considered/ risk management

The Council could decide not to proceed with the installation of the traffic calming measures as advertised.

## Select Committee comments

None at this stage.

## SUPPORTING INFORMATION

1. Sipson Lane and Cranford Lane and High Street are mainly residential roads within Heathrow Villages Ward. High Street is used as a main route from Hayes Town to the Bath Road. Both Sipson Lane and Cranford Lane are used as a route between Sipson and Cranford. The High Street forms part of the 90, 278 and H98 bus routes. There are local shops on the High Street and William Byrd Primary School is on Victoria Lane. A plan of the area is shown on Appendix A to this report.
2. The Council received concerns from numerous residents and Ward Councillors asking for measures to reduce vehicle speeds due to the significant number of collisions occurring in the area. As a consequence, a detailed site investigation was undertaken by Council officers.
3. The Council has been made aware of at least four collisions by Blossom Way, some of which have been attended by the Police. These collisions have involved damage to street furniture. To aid the investigation an independent 24/7 traffic survey was undertaken, and the results showed that the majority of vehicles were exceeding the 30mph speed limit. It was therefore agreed to investigate the possibility of physical measures.
4. A detailed investigation took place, and it was agreed to informally consult the residents on the possible installation of raised tables and speed cushions on Sipson Lane, Cranford Lane and High Street. The Ward Members were consulted and supported the proposals. The proposed measures are shown on the plans attached as Appendix B of this report.
5. The residents have been informally consulted on the proposal. The results of the informal consultation showed the majority of responses supported the measures.
6. As a consequence of the above, the Cabinet Member agreed to take the scheme through the statutory 21-day consultation process, which involved the placing of advertisements in the local press and the display of public notices on site. During this period the Council received one objection and five representations in support of the proposal.
7. The objector stated *"At present, there are cushions on Sipson Lane towards Sipson and the Quarry which I do not think deter speeding especially vans and MPVs, which I think also need to be considered for improvement. I can count the numerous times I have been overtaken by vans and MPV drivers who want to ignore the speed limit. The cushions do not cater to the wheelbase width of these vehicles, and I think the more suitable solutions would be either humps or possibly a raised section. There are vehicles parked in bays near a row located as you cross over the Heathrow dual carriage, very close which forces you to drive on both nearside wheels over the cushion. Also, the idea of a raised table*

*approaching the roundabout of Sipson Lane/ Cranford Lane travelling on Harlington High Street may potentially be a risk of creating a launch pad for speeding motorists who might not be able to brake given the distance as some drivers do accelerate from the crossing/hump located opposite the White Hart pub."*

8. The first supporter stated *"I would like to propose additional measures on Harlington High Street going towards Heathrow Airport, raise the crossing as all vehicles including buses miss the crossing and I have had a few near misses on the crossing, Also further up the traffic lights near Wheatsheaf pub could be raised as vehicles regularly jump the lights and park on the white zig-zag lines. I agree with the other proposals you are doing."*
9. The second supporter stated *"We would support all of these traffic calming measures. Sipson Lane in particular has always been a major concern for us, due to the prolific amount of speeding drivers who use it and it has become much worse in recent times, so the speed cushion at junction of Sipson Lane and Hudson Road will help slow the traffic down. In case you were not aware, virtually every space along Sipson Lane which does not have a yellow line, or resident bay, is occupied by vehicles left by local garages and from an off-airport parking company. This has effectively made the road into a single lane for long stretches, which has the effect of encouraging vehicles to speed, so they don't meet something coming in the other direction, resulting in someone having to reverse. We regularly walk our dog along the lane to access the public footpath/green spaces and have witnessed numerous road rage incidents and altercations caused by this. Perhaps at some stage, you could look into a solution for this, maybe no overnight parking for non-residents, or making the intervals between yellow lines and parking bays more regular, thus smaller stretches where it is down to a single lane. Neither of these suggestions would cost much to implement."*
10. The Third supporter stated *"I approve of the changes you intend to implement but without further restrictions on the lane they do not address the problem as a whole."*
11. The fourth supporter stated *"We are delighted to hear that you will be enforcing calming measures on these roads. The proposed plan looks promising. However, I would like to add that further down Sipson lane past the residential houses, cars can continue to drive and speed down Sipson lane causing pedestrians walking in the pavement a fright. One time we witnessed one car driving past that line at 60mph or more and this was in the evening when the roads are much darker, this was extremely dangerous for local residences and older or younger people as an accident could have happened. Thanks for your consideration in helping to reduce speed along this area."*
12. The fifth supporter stated *"I fully support the need to reduce speeds in this area."*
13. This proposal has both speed cushions and raised tables. The speed cushions have been located where parking does not take place and the raised tables have been located to force drivers time to slow down between features.
14. In response to the first supporter who has asked for additional measures - It was looked at to raise the zebra crossing on the High Street but it was not feasible to fit a raised table in due to the road layout, and installing a raised table at the pedestrian traffic lights is not a measure that could stop drivers from jumping a red light or from parking on the zig-zag markings.

15. In addition to the above measures, it should be noted that the Council has recently installed single yellow lines on Sipson Lane in between the double yellow lines to stop all day parking.
16. The local Ward Councillors have been consulted and both have responded supporting the proposed traffic calming measures.
17. After careful consideration of comments received from the statutory consultation, the history of recent collisions, and the views of the local Ward Councillors, it is recommended that the Cabinet Member agrees to proceed with the proposed traffic calming measures on Sipson Lane, Cranford Lane and High Street as shown in Appendix B to this report.

## **Financial Implications**

The cost associated with the recommendations to this report is estimated at £80k.

The estimated cost of £80k to implement the scheme detailed above will be funded from the Road Safety Programme 2023/24 capital budget agreed at Cabinet and Council February 2023, subject to the capital release process.

## **RESIDENT BENEFIT & CONSULTATION**

### **The benefit or impact upon Hillingdon residents, service users and communities**

The effect of introducing the proposed traffic calming measures will be that safety is maintained.

### **Consultation carried out or required**

Consultation has been carried out on this proposal through a notice on site and in the local press. Local Ward Councillors have also been consulted.

## **CORPORATE CONSIDERATIONS**

### **Corporate Finance**

Corporate Finance has reviewed the recommendations to this report and concurs with the financial implications as set out above, noting that the proposed costs associated with the recommendations within this report are to be funded from the approved Road Safety Programme 2023/24 capital budget.

### **Legal**

The Borough Solicitor confirms that there are no legal impediments to the Cabinet Member agreeing the recommendations set out in the report which are in accordance with the outcome of the statutory consultation.

### **Infrastructure/ Asset Management**

There are no property implications resulting from the recommendations set out in this report.

## **Comments from other relevant service areas**

None at this stage.

## **BACKGROUND PAPERS**

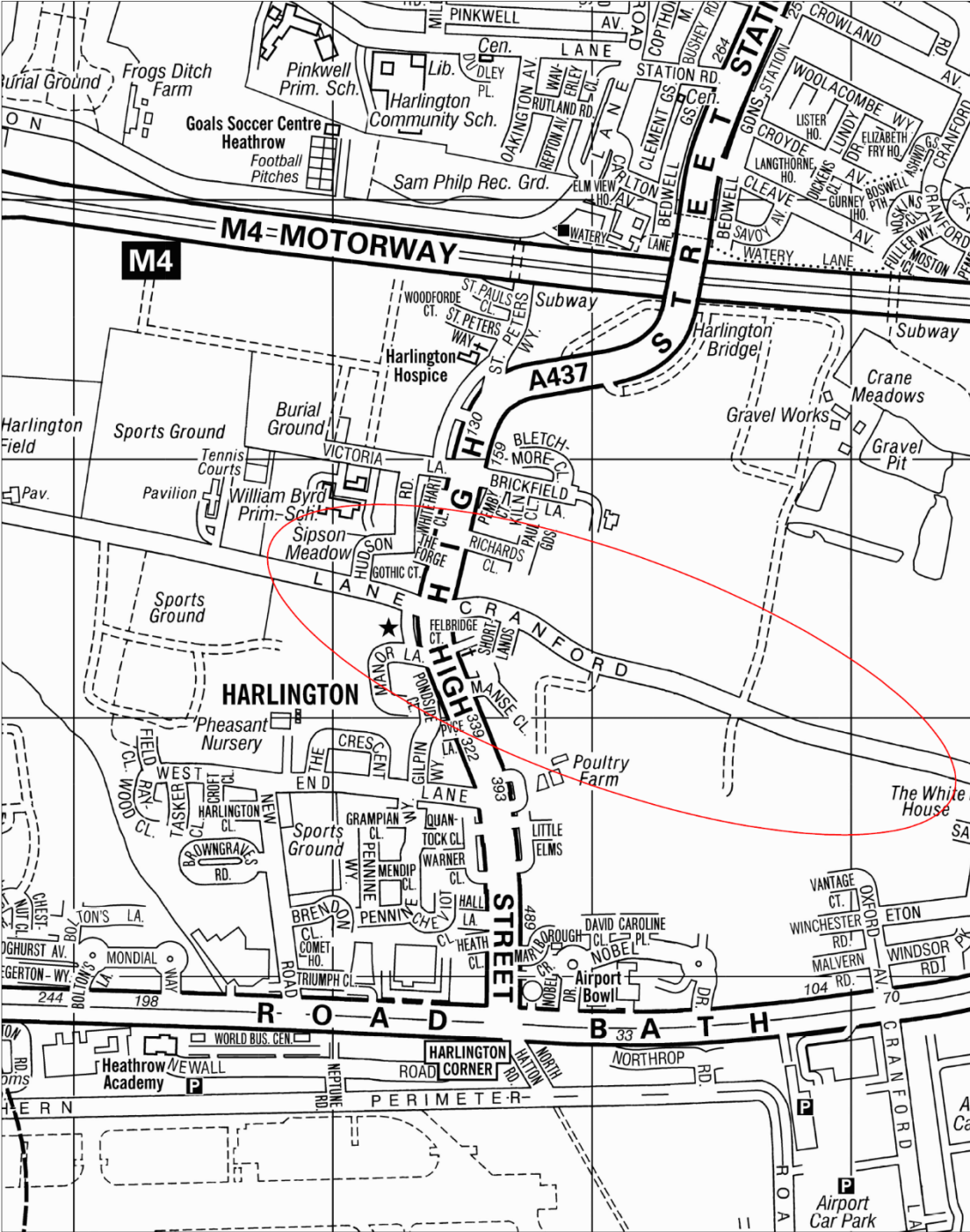
- Traffic order
- Objection email
- Emails of support

## **TITLE OF ANY APPENDICES**


Appendix A - location plan

Appendix B - plan of proposal

APPENDIX A



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 Sipson Lane / Cranford Lane, Harlington

Appendix B - plans of proposal

