



# London Borough of Hounslow

## Deposited Documents – Reference TMO/P028/20

Held on deposit online and at Hounslow House  
Placed on deposit on Wednesday, 29 July 2020

## New Road, Bedfont – One-way

### Contents:

1. **Notice of Making dated 29 July 2020**
2. **Made Traffic Management Orders**
  - A. The London Borough of Hounslow (Prescribed Routes) (2018, No.2) (Amendment No.9) Order 2020
3. **Experimental Notice of Making**
4. **Experimental Traffic Management Orders**
  - A. The London Borough of Hounslow (No.2) Experimental Order 2019
5. **Statement of Reasons**
6. **Plan**

Any queries regarding these deposited documents should be sent by email to [trafficorders@hounslow.gov.uk](mailto:trafficorders@hounslow.gov.uk) or alternatively a voicemail can be left on extension 3322.

These documents may be destroyed on or after 31 October 2020.

## **New Road, Bedfont – One-way**

### **A. The London Borough of Hounslow (Prescribed Routes) (2018, No.2) (Amendment No.9) Order 2020**

1. The London Borough of Hounslow hereby gives Notice that on 27 July 2020 it made the above Order under the Road Traffic Regulation Act 1984.
2. The general effect of the Order, which will come into operation on 3 August 2020, will be to continue indefinitely the one-way restriction on New Road, Bedfont, such that vehicular traffic is only permitted to travel in a south-easterly direction, that is from Hatton Road towards Staines Road.
3. Documents giving detailed information of the proposed Order can be viewed for a period of 6 weeks from the date of this Notice online at [hounslow.gov.uk](https://hounslow.gov.uk) by typing in the term “traffic notices” in the search bar.
4. Any person desiring to question the validity of the Order or any provision contained therein on the grounds that they are not within the relevant powers of the Road Traffic Regulation Act 1984, or that any of the relevant regulations made thereunder have not been complied with in relation to the Order may, within six weeks of the date on which the Order was made, make an application for the purpose to the High Court.

Dated 29 July 2020



Mark Frost  
Assistant Director Transport, Parking & Environmental Strategy

# Traffic Management Order

2020 No.43

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The London Borough of Hounslow (Prescribed Routes) (2018, No.2) (Amendment No.9) Order 2020

Made on 27 July 2020

Coming into operation on 3 August 2020

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The Council of the London Borough of Hounslow, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by section 6 of the Road Traffic Regulation Act 1984<sup>a</sup>, as amended, and of all other enabling powers hereby make the following Order:

1. This Order shall come into operation on 3 August 2020 and may be cited as The London Borough of Hounslow (Prescribed Routes) (2018, No.2) (Amendment No.9) Order 2020.
2. Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into operation of this Order, The London Borough of Hounslow (Prescribed Routes) (No.2) Traffic Order 2018<sup>b</sup> shall have effect as though:
  - a) the item numbered 43 was added to Schedule 1 of that Order as set out in the Schedule of this Order.

Dated this twenty-seventh day of July 2020



Mark Frost

Assistant Director Transport, Parking & Environmental Strategy

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<sup>a</sup> 1984 c.27

<sup>b</sup> LBH 2018/97

## Schedule

<b>Item No.</b>	<b>Length of road</b>	<b>Direction</b>	<b>Exemptions</b>
<b>1.</b>	<b>2.</b>	<b>3.</b>	<b>4.</b>
43	New Road, Bedfont,	North-west to south-east	None

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### EXPLANATORY NOTE

(This Note is not part of the Order, but is intended to indicate its general purport.)

The London Borough of Hounslow (Prescribed Routes) (No.2) Traffic Order 2018 imposes restrictions on moving traffic in various locations in the borough.

This Order amends the Order of 2018 by continuing indefinitely the one-way restriction on New Road, Bedfont, such that vehicular traffic is only permitted to travel in a south-easterly direction, that is from Hatton Road towards Staines Road.

## **New Road, Bedfont – Experimental One-way**

### **A. The London Borough of Hounslow (No.2) Experimental Order 2019**

1. The London Borough of Hounslow hereby gives Notice that on 4 February 2019 it made the above Order under Section 9 of the Road Traffic Regulation Act 1984.
2. The general effect of the Order, which comes into effect on 18 February 2019, will be to introduce a one-way restriction on New Road, Bedfont, such that vehicular traffic is only permitted to travel in a south-easterly direction, that is from Hatton Road towards Staines Road.
3. Documents giving detailed information of the Order can be inspected:
  - a) online at [www.hounslow.gov.uk](http://www.hounslow.gov.uk) by typing in the term “traffic notices” in the search bar; or
  - b) at the Forms and Documents Counter, Civic Centre, Lampton Road, Hounslow TW3 4DN, between 9am and 4.15pm Mondays to Fridays.

Documents will be available for inspection until the end of eighteen months from the date on which this Notice is published.

4. The Order provides for the Head of Traffic, Transport and Environmental Strategy, or a person authorised by him, may, if it appears to him or that person essential in the interests of the expeditious, convenient and safe movement of traffic or for preserving or improving the amenities of the area through which any road affected by the Orders runs, modify or suspend the Order or any provision thereof.
5. If any person wishes to question the validity of the Order or any of its provisions on the grounds that it or they are not within the powers conferred by the 1984 Act, or that any requirement of the Act, or of any instrument made under the Act has not been complied with, that person may, within 6 weeks from the date on which the Order is made, apply for the purpose to the High Court.
6. If the provisions of the Order continue in operation for a period of at least six months, the Council will consider in due course whether the provisions of the experimental Order should be continued in force indefinitely by means of a permanent Order. Any person desiring to object to the making of an Order for the purpose of such indefinite continuation may, within six months of the experimental Order coming into operation, send a statement in writing of the objection and the grounds on which it is made to the Head of Traffic, Transport and Environmental Strategy at the above address quoting the reference TMO/E001/19.

Dated 8 February 2019

Mark Frost  
Head of Traffic, Transport and Environmental Strategy

# Traffic Management Order

2019 No.5

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The London Borough of Hounslow (No.2) Experimental Order 2019

Made on 4 February 2019

Coming into operation on 18 February 2019

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The Council of the London Borough of Hounslow, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by section 9 of the Road Traffic Regulation Act 1984<sup>a</sup>, as amended, and of all other enabling powers hereby make the following Order:

1. This Order shall come into operation on 18 February 2019 and may be cited as the London Borough of Hounslow (No.2) Experimental Order 2019.
3. In pursuance of Section 10(2) of the Road Traffic Regulation Act 1984, the Head of Traffic, Transport & Environmental Strategy, or a person authorised by him, may, if it appears to him or that person essential in the interests of the expeditious, convenient and safe movement of traffic or for preserving or improving the amenities of the area through which any road affected by the Order runs, modify or suspend the Order or any provision thereof.
4. No person shall cause any vehicle to proceed in New Road, Bedfont, in a direction other than from north-west to south-east.
5. No person shall cause any vehicle to enter New Road, Bedfont, at its junction with Staines Road, Feltham.
6. Nothing in Articles 4 and 5 of this Order shall apply to a vehicle being used for fire brigade, ambulance or police purposes in an emergency.

Dated fourth day of February 2019



Mark Frost  
Head of Traffic, Transport & Environmental Strategy

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<sup>a</sup> 1984 c.27

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### **EXPLANATORY NOTE**

(This Note is not part of the Order, but is intended to indicate its general purport.)

This Order imposes a one-way restriction on New Road, Bedfont such that vehicular traffic is only permitted to travel in a south-easterly direction, that is from Hatton Road towards Staines Road.



## **New Road, Bedfont – Experimental One-way**

### **Statement of Reasons**

There are few waiting restrictions in place on New Road, and parking takes place on both sides except in a few locations. This, in addition to the fact that the road is fairly narrow and straight, means that there are few passing places for motorists to give way.

While congestion does not occur for most of the day, residents are concerned about the extent of congestion at peak times, which results in anti-social behaviour and tension between motorists coming into conflict. Concerns include vehicle damage, physical fights between drivers at times, as well as the sound of car horns, and pollution affecting residents of the road on a regular basis.

Making New Road one way would reduce congestion and conflict on the journey along the road (where motorists currently try to get past each other & find passing places) thus avoiding the tensions currently being experienced.

Following an informal public consultation in June/July 2018, the Council has made the decision to implement an experimental traffic order to introduce one-way working on New Road in a south-easterly direction (from Hatton Road towards Staines Road). This option is believed to help New Road but will also have a lower impact on the surrounding roads that will remain two-way.

These measures are initially being introduced experimentally in order to assess their effectiveness before a decision is taken on whether to make them permanent or not.



# Traffic Management Proposals New Road, Bedfont

Public Consultation



London Borough  
of Hounslow



## Consultation on Traffic proposals for New Road, Bedfont

We would like your views on possible changes to the way traffic can use New Road, Bedfont as a way of reducing the impact of through traffic.

The Council is consulting on New Road becoming one-way, either southbound or northbound, and with or without traffic calming.

Your comments on this proposal are welcomed and can be provided by visiting [CITIZENSPACE LINK TBC](#). Please make sure any comments you have reach us by Friday, 29 June 2018.

If you need this information in an alternative format please contact us.

If you would like to view the proposals in more detail with council staff present, please come along to the public exhibition:

- Venue: The Royal British Legion (Bedfont and Hatton Branch)  
Adjacent 72 New Road, Bedfont, Middlesex, TW14 8HT
- Date and time: Tuesday, 12 June, 4pm – 8pm

Consultation feedback will be summarised and presented to Ward Councillors for consideration later in 2018.

It is proposed that should the consultation show support for this that a trial of up to 18 months be undertaken to monitor the impact on traffic in New Road and the surrounding area, and gather further information and feedback.

## Background information

The Council has received many concerns from residents of New Road about the volume and speed of traffic using the road as a route from Hatton Road to Staines Road and vice versa. The matter has been raised in a petition by residents and has been discussed at the Bedfont, Feltham and Hanworth Area Forum on 26 January 2017.

At this Area Forum it was recommended that a 20mph speed limit should be implemented on New Road and the surrounding residential roads. The 20mph zone will be implemented in 2018, with signs and road markings indicating the new speed limit.

Although the 20mph speed limit can go some way to improving speeds it was agreed at the Bedfont, Feltham, Hanworth Area Forum on 25 May 2017 that due to the level of public support for one-way working, the London Borough of Hounslow would carry out traffic modelling to investigate the possible impact of these changes with a view to carrying out a full consultation with residents.

A high volume of through traffic can have a detrimental impact on road safety and quality of life for residents. In most cases, through traffic is more appropriately routed via the main road network, Staines Road and Hatton Road. Traffic surveys undertaken by the council have confirmed a high volume of through traffic in this area, as detailed below:

- A total of 3300 vehicles use New Road on a normal weekday. 82% (around 2700 vehicles) of which is through traffic, meaning drivers not stopping along New Road. 41% of these journeys (around 1350 vehicles) have an origin from outside the immediate area.
- On New Road during the am peak (8am-9am) and pm peak (5pm-7pm) hours the total is approximately 300 vehicles an hour.
- Traffic flows are reasonably consistent outside of peak daytime flows at around 150 to 180 vehicles.
- There is an increase (11%) in traffic volumes during school pick-up (3pm-5pm)
- 57% of vehicles on New Road travel in the southbound direction. The difference in the direction of travel is most noticeable between 3pm and 8pm when southbound flow can be as much as double as northbound flow.
- From the most recent speed data on New Road, average speeds northbound and southbound are 22.4mph and 20.7mph respectively.

We would therefore like your opinion on the proposals for one-way working on New Road and whether you support the implementation of traffic calming alongside this proposal.

We are keen to hear your views as to how we can improve this area for local residents.

## Traffic management suggestions

Two suggestions to reduce the amount of through traffic on New Road, summarised on the on the enclosed plan, are as follows:

1. New Road to become one-way southbound from Hatton Road along its entire length.
2. New Road to become one-way northbound from Staines Road along its entire length.

Traffic calming is also being proposed on New Road as an option that could be implemented alongside the one-way working to improve pedestrian safety and reduce speeds. Locations of the proposed speed tables are provided on the enclosed plan.



Typical speed table

If you believe that no intervention is required, please indicate this by filling out the questionnaire and indicating this at question 4.

### **How would these suggestions impact on journeys on local roads?**

The impact of the proposals on traffic flow in the local area will vary depending on the one way working chosen. Both suggestions seek to reduce the flow of through traffic from Hatton Road and Staines Road. Making New Road one-way would inevitably result in longer journey times as vehicles will no longer be able to use New Road as a through road from one direction. It is possible that the surrounding residential roads, such as East Road, North Road, Staines Road service road, and West Road, may notice an increase in traffic volume if one-way working is implemented.

Suggestion 1: (One-Way Northbound) – This option would lead to the biggest reduction in through traffic but it is likely to have a larger effect on the surrounding residential roads.

Suggestion 2: (One-Way Southbound) – This option will have a smaller impact on the surrounding residential roads and will also lead to a reduction in traffic using New Road.

If a decision is taken to progress with the one way working, the impact would be monitored during the trial and reported ahead of any permanent decisions being made.

### **Would vehicular access be maintained to my property?**

For all of the proposals, access would be maintained to all properties although some journeys will be longer as access will only be available from one end of the road.

### **Would making roads one-way have any impact on the speed of traffic?**

The introduction of one-way working on a road has the potential to increase vehicle speeds, as drivers know that they will not face any oncoming traffic. For this reason physical traffic calming measures may be needed to reduce instances of speeding. The Council is also consulting on the option to have traffic calming should the one way be implemented.

### **What would be the benefits of making roads one-way in this area?**

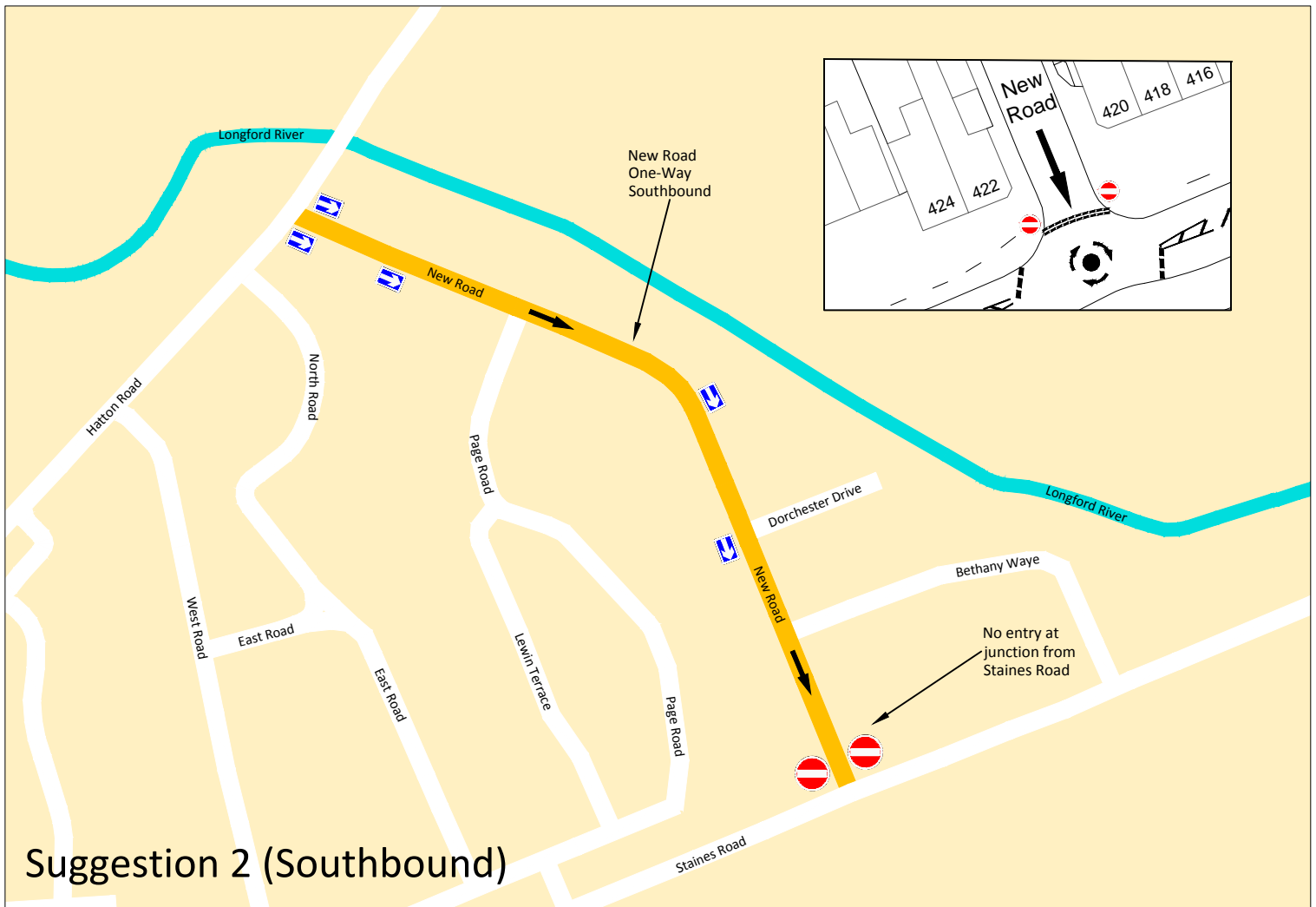
Traffic surveys show that a significant proportion of the traffic on New Road is through traffic having neither an origin nor a destination in New Road. The introduction of one-way working would therefore reduce the overall traffic volume.

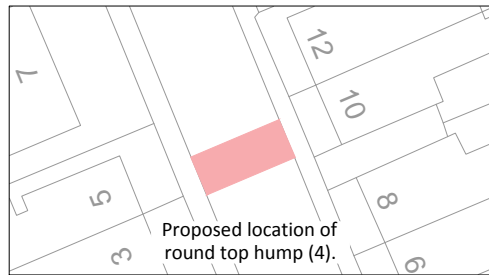
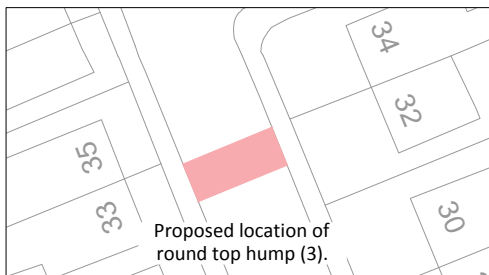
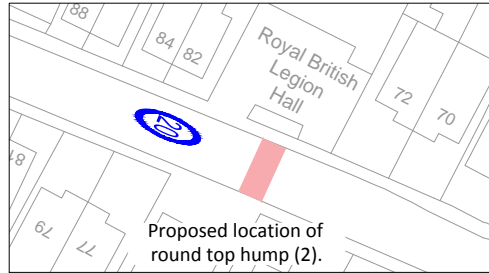
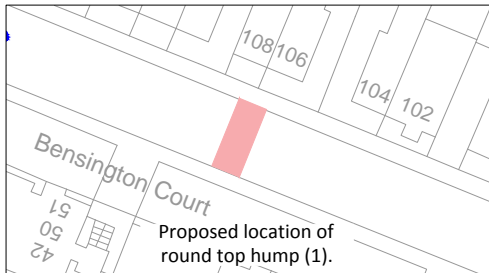
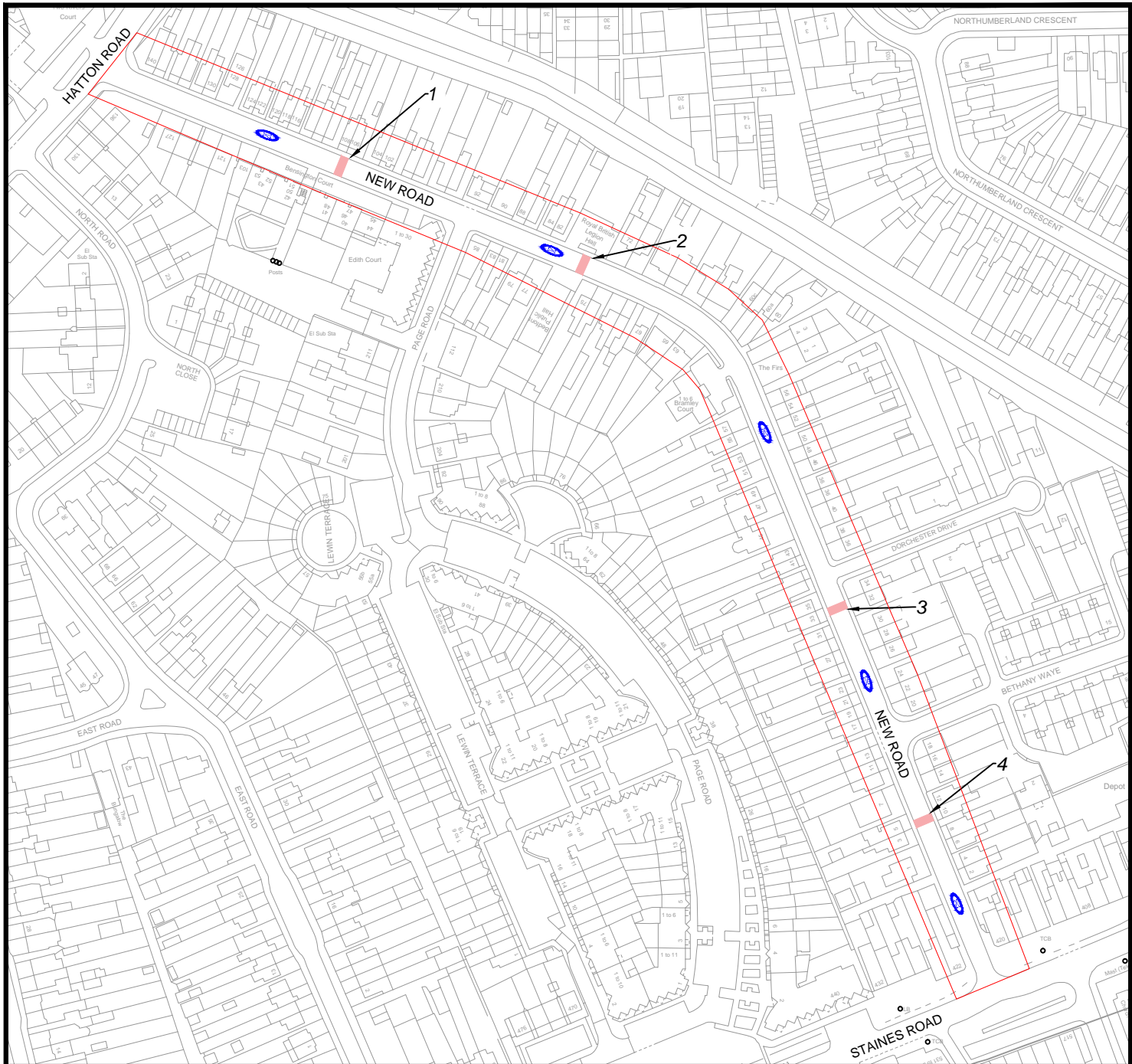
### **Would the proposals make things better for those who walk or cycle?**

The reduction of through traffic on these residential roads is likely to make it a more pleasant and a safer environment to walk and cycle.


### **How would this impact on access for emergency services?**

The Council is also carrying out a consultation with other key stakeholders including the emergency services. Any feedback will be included in the report to Ward Councillors.





Key:

 Full width round top hump



Roundel (20mph zone to be implemented)

Project:

Proposed Traffic Calming: New Road, Bedfont

Date:

June 2018

Mark Frost, Head of Traffic, Transport & Environmental Strategy  
 Chief Executive's Department  
 The Civic Centre, Lampton Road  
 Hounslow, TW3 4DN

Client

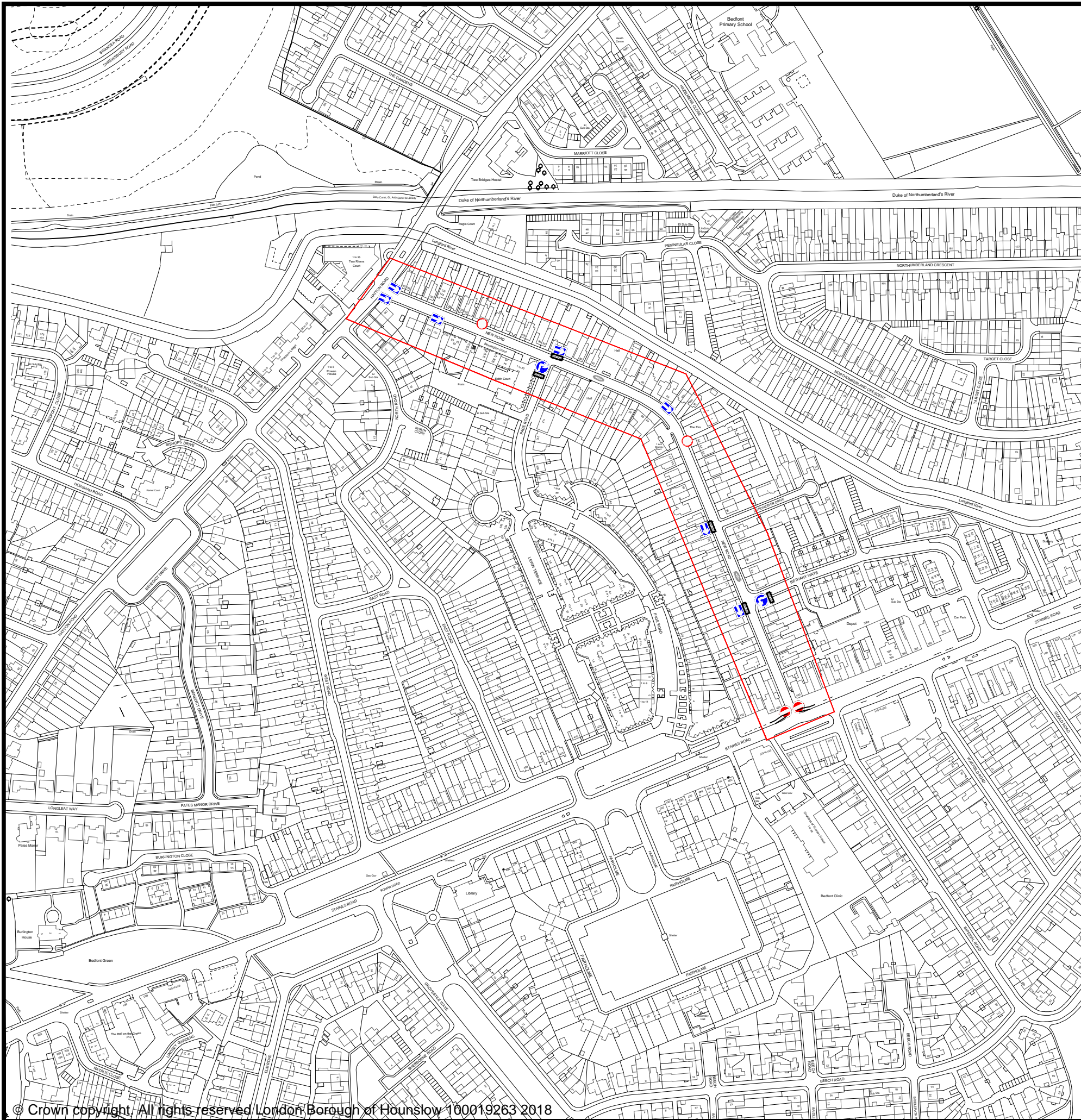






Traffic, Transport & Environmental Strategy  
London Borough of Hounslow  
Civic Centre, Lampton Road  
Hounslow TW3 4DN  
[traffic@hounslow.gov.uk](mailto:traffic@hounslow.gov.uk)  
[www.hounslow.gov.uk](http://www.hounslow.gov.uk)





Fix diag. 652 onto new post.

Remove Give Way sign. Fix diag. 652 onto existing post.

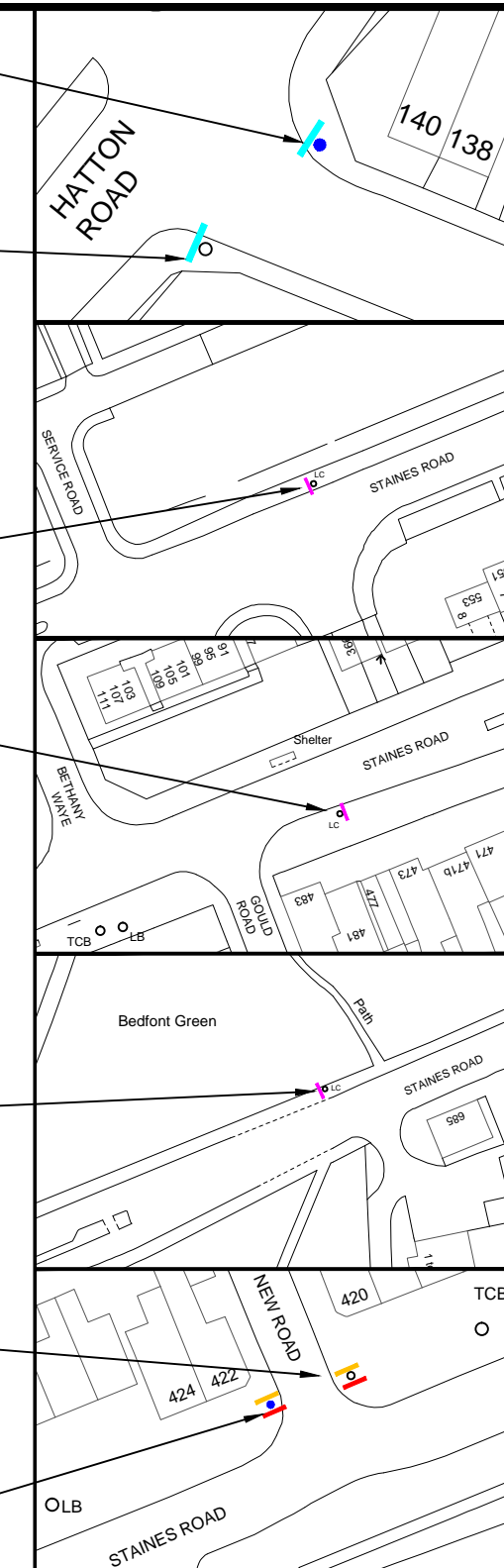
Fix advanced warning sign to lamp column (LC 10573/224).

Fix advanced warning sign to lamp column (LC 31281/208).

Fix advanced warning sign to lamp column (LC 10595/245).

Add post extension. Fix diag. 616 back to back with diag. 611.1. Fit diag. 675 above. diag. 611.1 does not need to be illuminated so lighting unit can be rotated to illuminate diag. 616.

Remove lorry ban sign. Fix diag. 616 back to back with diag. 675.



Mark Frost, Head of Traffic, Transport & Environmental Strategy  
 Chief Executive's Department  
 The Civic Centre, Lampton Road  
 Hounslow, TW3 4DN



- Key:
- Project area
  - New Post
  - Diag. 652 One-Way
  - Diag. 616 No entry
  - Advanced warning signs
  - Diag 675 30mph
  - Existing Post

Project  
 New Road, Bedfont Trial one-way

Drawing Title  
 DETAILED DESIGN (Layout 1 of 3)

Drawing Status  
 FOR CONSTRUCTION

Drawn	Approved	Date	Scale	Size
LM	IP	Jan 2019	NTS	A3
Drg No RSE-2019-NewRoadOneWay-000-01				Rev -





Fix diag. 606 turn right and 607 onto lamp column 7944/11.

Fix diag. 609 turn right and 607 onto new post.

Fix diag. 609 turn left and 607 onto new post.

Fix diag. 606 turn left and 607 onto new post 7936/3.

Fix diag. 606 turn right and 607 onto lamp column 7938/5.

Fix diag. 652 sign to lamp column 7941/8.

Fix diag. 652 sign to lamp column 7947/14.



Mark Frost, Head of Traffic, Transport & Environmental Strategy  
 Chief Executive's Department  
 The Civic Centre, Lampton Road  
 Hounslow, TW3 4DN

Project  
 New Road, Bedfont Trial One-Way



Client  
 London Borough of Hounslow

Drawing Title  
 DETAILED DESIGN (Layout 2 of 3)

Key:

	Diag. 652 One-Way		New Post
	Diag. 606 and 609		Existing Post
	Diag. 616 No entry		Temporary barrier
	Diag. 675 30mph		
	Diag. 670 20mph repeater 300mm		

Drawing Status  
**FOR CONSTRUCTION**

Drawn	Approved	Date	Scale	Size
LM	IP	Jan 2019	NTS	A3
Dwg No RSE-2019-NewRoadOneWay-000-01				Rev -



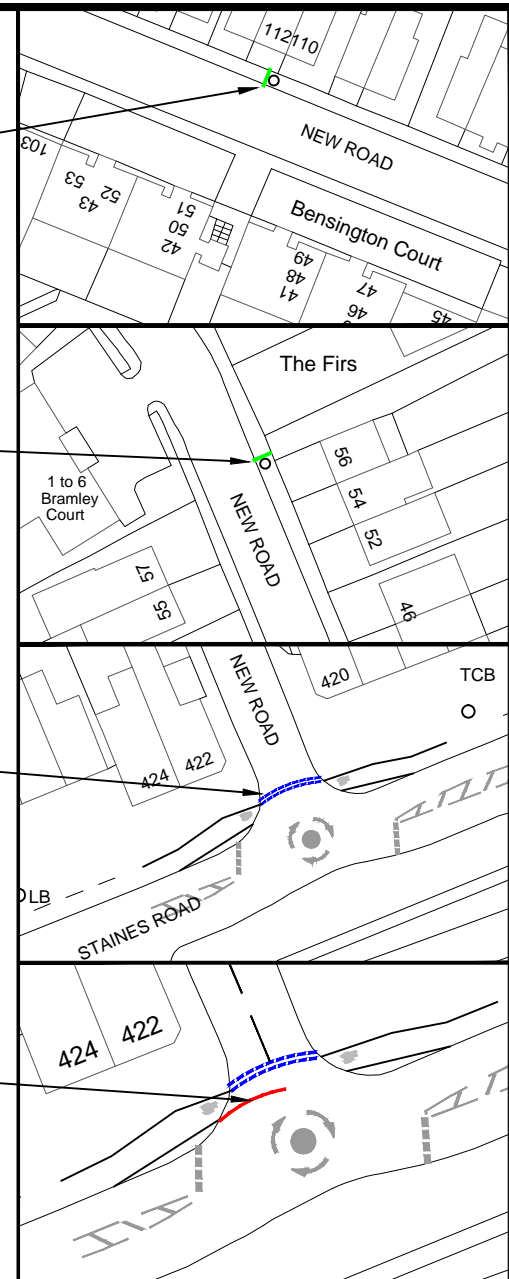


Fix southbound repeater 20mph (Diag. 670) onto lamp column.

Fix southbound repeater 20mph (Diag. 670) onto lamp column.

Extend Give way line.

Install a temporary barrier.



Mark Frost, Head of Traffic, Transport & Environmental Strategy  
 Chief Executive's Department  
 The Civic Centre, Lampton Road  
 Hounslow, TW3 4DN



Project  
 New Road, Bedfont Trial one-way

Drawing Title  
 DETAILED DESIGN (Layout 3 of 3)

- Key:
- Markings to be retained
  - Markings not to be removed
  - New markings
  - Diag. 670 20mph repeater 300mm
  - Diag. 675 30mph
  - Diag. 652 one-way
  - Diag. 606 and 609
  - New post
  - Existing post

Drawing Status  
 FOR CONSTRUCTION

Drawn	Approved	Date	Scale	Size
LM	IP	Jan 2019	NTS	A3
Dwg No RSE-2019-NewRoadOneWay-000-01				Rev -