



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

Date: WEDNESDAY, 26
JANUARY 2011

Time: 7.00 PM

Venue: COMMITTEE ROOM 3A -
CIVIC CENTRE, HIGH
STREET, UXBRIDGE UB8
1UW

**Meeting
Details:** Members of the Public and
Press are welcome to attend
this meeting

This agenda and associated reports can be made available in other languages, in braille, large print or on audio tape on request. Please contact us for further information.

Cabinet Member hearing the petitions:

Keith Burrows, Cabinet Member for Planning, Transportation and Recycling

How the hearing works:

The petition organiser (or his/her nominee) can address the Cabinet Member for a short time and in turn the Cabinet Member may also ask questions.

Local ward councillors are invited to these hearings and may also be in attendance to support or listen to your views.

After hearing all the views expressed, the Cabinet Member will make a formal decision. This decision will be published and sent to the petition organisers shortly after the meeting confirming the action to be taken by the Council.

Published: Tuesday, 18 January 2011

Contact: Nadia Williams
Tel: 01895 277655
Fax: 01895 277373
Email: nwilliams@hillington.gov.uk

This Agenda is available online at:
<http://modgov.hillingdon.gov.uk/ieListDocuments.aspx?CId=252&MId=627&Ver=4>

Lloyd White
Head of Democratic Services
London Borough of Hillingdon,
3E/05, Civic Centre, High Street, Uxbridge, UB8 1UW
www.hillingdon.gov.uk



INVESTOR IN PEOPLE

Useful information

Bus routes 427, U1, U3, U4 and U7 all stop at the Civic Centre. Uxbridge underground station, with the Piccadilly and Metropolitan lines, is a short walk away. Limited parking is available at the Civic Centre. For details on availability and how to book a parking space, please contact Democratic Services

Please enter from the Council's main reception where you will be directed to the Committee Room. An Induction Loop System is available for use in the various meeting rooms. Please contact us for further information.

Please switch off any mobile telephones and BlackBerries™ before the meeting. Any recording of the meeting is not allowed, either using electronic, mobile or visual devices.

If there is a FIRE in the building the alarm will sound continuously. If there is a BOMB ALERT the alarm sounds intermittently. Please make your way to the nearest FIRE EXIT.



Agenda

PART 1 - MEMBERS, PUBLIC AND PRESS MAY ATTEND

- 1 To confirm that the business of the meeting will take place in public.
- 2 To consider the report of the officers on the following petitions received:

	Start Time	Title of Report	Ward	Page
3	7pm	Seymour Gardens, Ruislip - Condition of Carriageway Surface	Cavendish;	1 - 8
4	7pm	West Mead, Ruislip - Condition of Carriageway Surface	Cavendish;	9 - 14
5	7.30pm	Linden Close, Ruislip - Petition Requesting a Residents Only Parking Scheme	Manor;	15 - 18
6	8pm	Maygoods Green, Cowley - Petition Requesting Measures to Relieve Parking Situation	Brunel;	19 - 22
7	8.30pm	Addison Way and Acre Way, Northwood - Petition concerning Dangerous Driving and Speeding Vehicles	Northwood Hills;	23 - 26

This page is intentionally left blank

SEYMOUR GARDENS, RUISLIP – CONDITION OF CARRIAGEWAY SURFACE

Cabinet Member	Councillor Keith Burrows
Cabinet Portfolio	Cabinet Member for Planning and Transportation
Officer Contact	Gurmeet Matharu, Planning, Environment & Community Services
Papers with report	Appendices A and B

HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that a petition signed by 40 residents of Seymour Gardens, Ruislip has been received.
Contribution to our plans and strategies	A safe Borough, a clean and attractive Borough.
Financial Cost	There are none at present associated with this report.
Relevant Policy Overview Committee	Residents' and Environmental Services Policy Overview Committee
Ward(s) affected	Cavendish Ward

RECOMMENDATION(S)

That the Cabinet Member:

1. **Considers the petitioners' request and discusses with them in detail their concerns regarding the condition of the carriageway surface and their request to improve parking conditions.**
2. **Subject to the outcome of (1), instruct officers to place Seymour Gardens to receive isolated carriageway surface treatment during a future programme.**

Reasons for Recommendation

Officers consider that substantial parts of the carriageway surface are in reasonably good repair at this time. Parts of the existing carriageway surface that remains in place has deteriorated with shallow fretting in small isolated areas of the carriageway. The failure is due to the natural

PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with petitioners – 26 January 2011

ageing of the bitmac surface, which is now slowly disintegrating after an estimated life of 25 to 30 years. This is not dangerous but does give the road a “patchwork” appearance. Officers therefore consider that during a future programme, limited patching work should be carried out and the road resurfaced with a thin surfacing or surface dressing.

Supporting Information

1. The petition stating that local residents from Seymour Gardens would like the road to be fully resurfaced including the cul-de-sac part which is un-adopted highway. They would also like the Council to assign parking lines to assist in improving parking conditions.
2. Seymour Gardens is a residential cul-de-sac, approximately 156 metres in length and provides access from the north to Cleves Way. At the end of the cul-de-sac, opposite property numbers 14 to 17 is a parking area which is un-adopted highway and belongs to the Council’s Housing department. The carriageway is of rigid (concrete) construction, which has been overlaid with bituminous (tarmac) material.
3. Based on the results of the recent United Kingdom Pavement Management System (UKPMS) structural condition surveys, carried out on all Borough roads between January and March 2009, Seymour Gardens is placed low on the advised priority list for future treatment. Officers also consider that this road is a medium priority on ‘serviceability’ criteria such as appearance, ride quality etc. At the time of the assessment, prior to writing this report, there was no fretting in evidence greater than 40mm, the minimum intervention level for immediate repair of dangerous defects.
4. Extensive patching has been carried out in the pervious year. Compacting of new repair material is impractical due to the brittleness of the existing surface course, which overlays the original concrete road.
5. As an alternative to complete resurfacing, which is unlikely to be carried out in the near future given existing priorities, the road is considered to be a suitable candidate for an alternative form of treatment such as thin surfacing or surface dressing.
6. The existing bitmac surface will degrade with time and ultimately will need replacing unless steps are taken to reduce the rate of degradation. This can be achieved by protecting the existing material from the effects of the sun and weather by applying a new thin surface. This will provide a surface of uniform appearance that is weather proof and will extend the life of the existing surfacing by many years.
7. In addition to the petitioners’ request for their road to be resurfaced they have also asked for the council “to assign parking lines to assist in improving our parking conditions”. As the petitioners request is not clear, it is suggested the Cabinet Member discusses with them their concerns which could lead to potential options to manage the parking on street.

Alternative options considered

Resurfacing would also provide a smoother riding surface, maintain the asset value of the highway and improve the visual aspect of the street. However extensive areas of the road are still in comparatively good repair and alternative methods of maintenance, apart from normal resurfacing to a depth of around 40mm, should be considered.

Comments of Policy Overview Committee(s)

None at this stage

Financial Implications

The estimated cost of the resurfacing works is £9,500. If it is decided to proceed with these works a funding source would need to be identified. These works are typically funded from the Highways capital resurfacing or the Highways Localities capital programmes. Officers will also explore the availability of Section 106 funds. This would be subject to normal capital release and member approval protocols.

In certain circumstances the Council can incur legal liability, as the Highway Authority, for loss or damages to users of the highway, as a result of not complying with their duties under the Highways Act 1980 which could result in costs being incurred by the Council in settling insurance claims if the work is not carried out.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

Surface treatment of Seymour Gardens will take into consideration the particular needs of local residents, school children and older people and people with disabilities to provide smoother, safer highway surfaces and features.

Highways Act 1980, which could result in costs being incurred by the Council in settling claims if the work is not carried out.

CORPORATE IMPLICATIONS

Legal Implications

The Council has a statutory duty to maintain the highway under section 41 of the Highways Act 1980 (the duty). Each street must be maintained to the standard necessary to allow its ordinary traffic to pass along it. For example, there is a breach of duty in cases where danger is caused by a failure to repair.

A failure to comply with the duty leading to loss or damage to users of the highway creates a risk of legal liability for the Council.

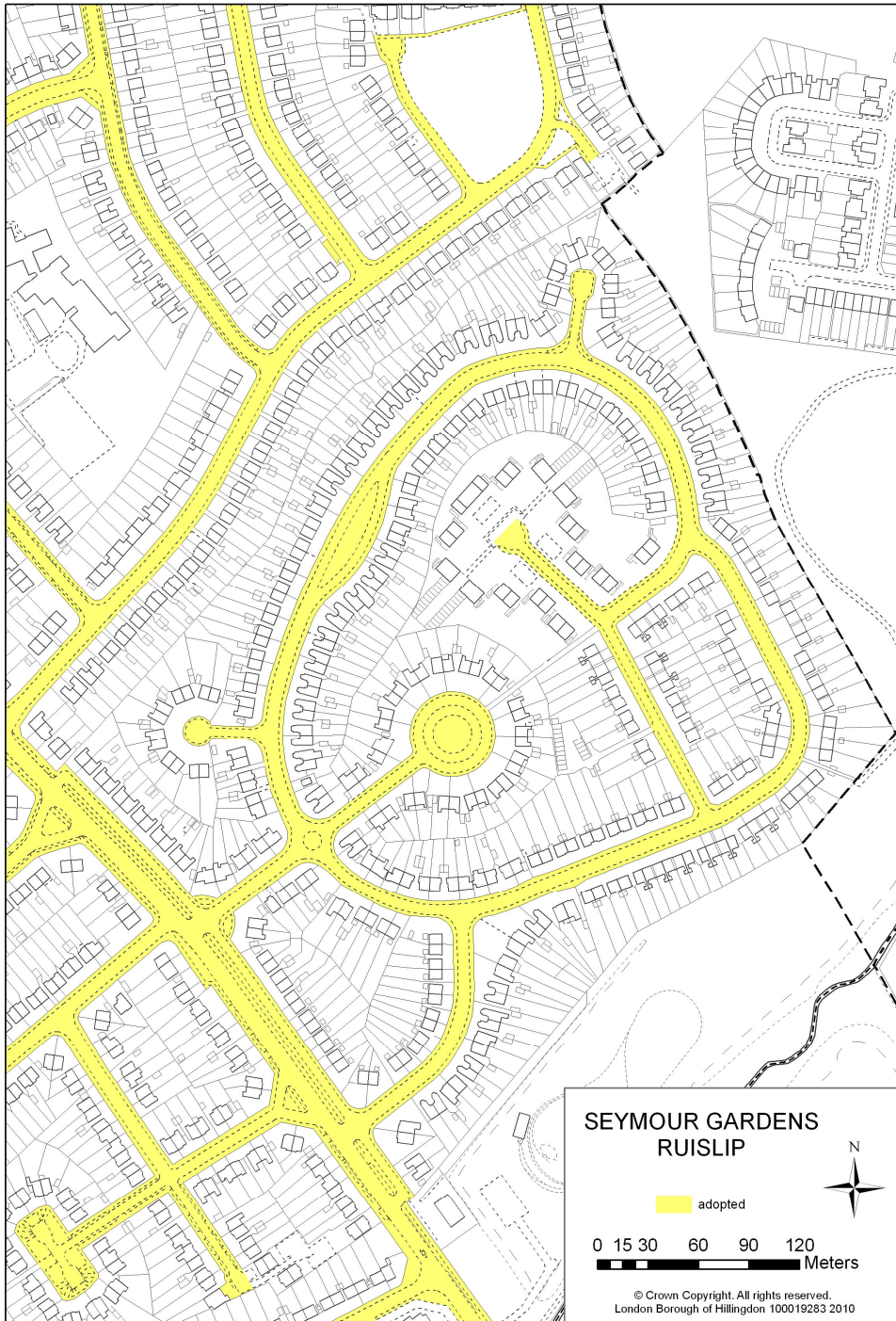
Continued periodic inspection and the making of expeditious repairs, is sufficient to keep the highway in accordance with the necessary standard. The officer's report indicates that although the highway is not dangerous, improved ride quality would be facilitated in the longer term by resurfacing rather than a programme of continued patching.

There are competing priorities in any ongoing programme of maintenance. It is a matter for officers to recommend when the planned resurfacing should take place in the programme of highway works having regard to the legal requirement to meet the duty.

BACKGROUND PAPERS

A petition received 29th July 2010.

LOCATION PLAN – APPENDIX A



PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with petitioners – 26 January 2011

PHOTOGRAPHS OF EXISTING CARRIAGEWAY SURFACE – DECEMBER 2010 - APPENDIX B



PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with petitioners – 26 January 2011



PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with petitioners – 26 January 2011

This page is intentionally left blank

WEST MEAD, RUISLIP – CONDITION OF CARRIAGEWAY SURFACE

Cabinet Member	Councillor Keith Burrows
Cabinet Portfolio	Cabinet Member for Planning, Transportation & Recycling
Officer Contact	Gurmeet Matharu, Planning, Environment & Community Services
Papers with report	Appendices A and B

HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that a petition signed by 70 residents of West Mead, Ruislip has been received.
Contribution to our plans and strategies	A safe Borough, a clean and attractive Borough.
Financial Cost	There are none at present associated with this report.
Relevant Policy Overview Committee	Residents' and Environmental Services Policy Overview Committee
Ward(s) affected	Cavendish Ward

RECOMMENDATION(S)

That the Cabinet Member:

1. **Considers the petitioners' request and discusses with them in detail their concerns regarding the condition of the carriageway surface.**
2. **Subject to the outcome of (1), instruct officers to place West Mead on to the list for roads being considered for treatment in a future resurfacing programme.**

Reasons for Recommendation

The existing carriageway surface has deteriorated to the extent that shallow fretting has taken place in isolated areas of the carriageway. This is due to the natural ageing of the surface and the surface dressing that has been applied over the original layer. Past patching has filled some of the worst fretting but only as medium term measure. The road profile is "bumpy" in places and service trenches have sunk at a number of locations. In areas the surface has worn away

resulting in shallow ruts and general unevenness. Resurfacing would improve the visual appearance of the road and improve the ride quality.

Supporting Information

1. The petition states that local residents from West Mead would like the road to be fully resurfaced as the repairs recently undertaken were incomplete.
2. £8.5k of repairs were carried out in March 2010 as part of the Permanent Pothole Repair Programme. The repairs were commissioned according to the level of defects apparent at the time that particular repair programme was drawn up. Further deterioration may have taken place subsequent to the repairs being identified.
3. West Mead is a residential road, approximately 566 metres in length that runs between Victoria Road to the south and Queens Walk to the north. The carriageway is of flexible construction, i.e. various layers of bound stone aggregate with bituminous ('tarmac') surfacing, that has been subsequently surfaced over with various layers of bituminous material. The uppermost layer has oxidised to the extent that potholes have appeared as well as a general 'wearing away' of the surfacing, resulting in ruts, general unevenness and a porous surface that is liable to let in surface water that will ultimately affect the strength of the structural road layers.
4. Based on the results of the recent United Kingdom Pavement Management System (UKPMS) structural condition surveys, carried out on all Borough roads between January and March 2009, West Mead is placed high on the advised priority list for future treatment. Officers also consider that this road is a high priority on 'serviceability' criteria such as appearance, ride quality etc. At the time of the assessment, prior to writing this report, there was fretting in evidence greater than 40mm, the minimum intervention level for immediate repair of dangerous defects.
5. Numerous patching operations have been carried out over the years. Compacting of new repair material is impractical due to the brittleness of the existing surface course. Therefore resurfacing the whole road is an option which would cost £54,000.

Alternative options considered

Further patching works: However this option has been discounted given the level of deterioration and that it does not offer the most economic solution. These roads have been identified as being most severely affected. Delaying or not undertaking certain schemes may place additional pressure on the Councils financial resources if highway permanent repairs are not implemented in a timely manner. In many instances, the delay of schemes may also have safety implications with possible consequent impact on the public liability insurance budget.

Officers consider that the carriageway surface is now beyond normal patching repair and that resurfacing is the only option available to restore a smooth surface.

Comments of Policy Overview Committee(s)

None at this stage

Financial Implications

The estimated cost of the resurfacing works is £54,000. If it is decided to proceed with these works a funding source would need to be identified. These works are typically funded from the Highways capital resurfacing or the Highways Localities capital programmes. Officers will also explore the availability of Section 106 funds. This would be subject to normal capital release and member approval protocols.

In certain circumstances the Council can incur legal liability, as the Highway Authority, for loss or damages to users of the highway, as a result of not complying with their duties under the Highways Act 1980 which could result in costs being incurred by the Council in settling insurance claims if the work is not carried out. If in due course it is decided to resurface the road a funding source would need to be identified.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

The resurfacing of West Mead will take into consideration the particular needs of local residents, school children and older people and people with disabilities to provide smoother, safer highway surfaces and features. A full resurfacing of the deteriorated road area will offer the most satisfactory outcome for residents as they would be less pleased with patching works.

Highways Act 1980, which could result in costs being incurred by the Council in settling claims if the work is not carried out.

CORPORATE IMPLICATIONS

Legal Implications

The Council has a statutory duty to maintain the highway under section 41 of the Highways Act 1980 (the duty). Each street must be maintained to the standard necessary to allow its ordinary traffic to pass along it. For example, there is a breach of duty in cases where danger is caused by a failure to repair.

A failure to comply with the duty leading to loss or damage to users of the highway creates a risk of legal liability for the Council.

Continued periodic inspection and the making of expeditious repairs, is sufficient to keep the highway in accordance with the necessary standard. The officer's report indicates that although the highway is not dangerous, improved ride quality would be facilitated in the longer term by resurfacing rather than a programme of continued patching.

There are competing priorities in any ongoing programme of maintenance. It is a matter for officers to recommend when the planned resurfacing should take place in the programme of highway works having regard to the legal requirement to meet the duty.

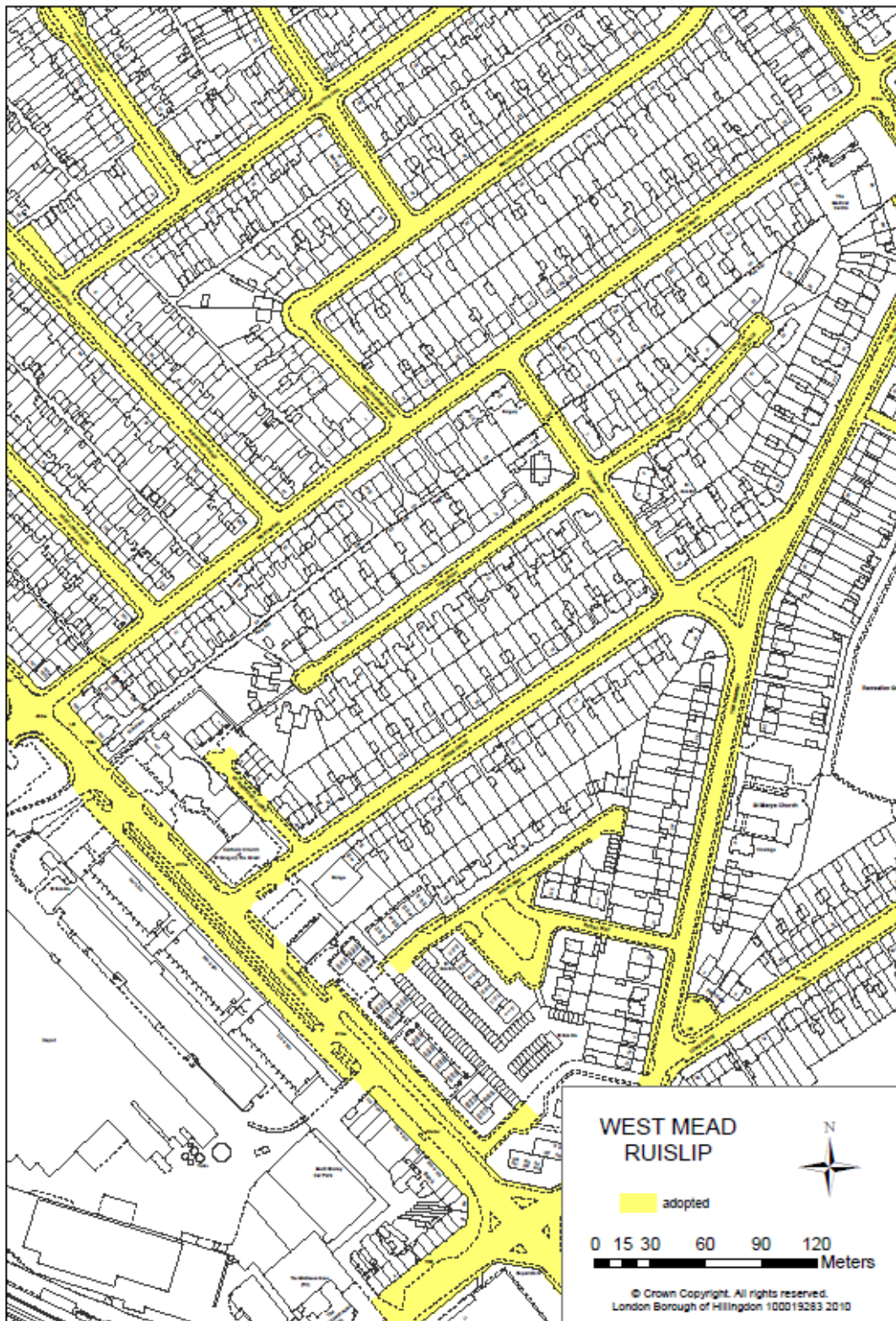
BACKGROUND PAPERS

PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with petitioners – 26 January 2011

A petition received 30th June 2010.

APPENDIX A – LOCATION PLAN



PART 1 – MEMBERS, PUBLIC AND PRESS
Cabinet Member meeting with petitioners – 26 January 2011

PHOTOGRAPHS OF EXISTING CARRIAGEWAY SURFACE – DECEMBER 2010 - APPENDIX B



PART 1 – MEMBERS, PUBLIC AND PRESS
Cabinet Member meeting with petitioners – 26 January 2011

LINDEN CLOSE, RUISLIP – PETITION REQUESTING A RESIDENTS ONLY PARKING SCHEME

Cabinet Member

Councillor Keith Burrows

Cabinet Portfolio

Cabinet Member for Planning, Transportation and Recycling

Officer Contact

Kevin Urquhart, Planning, Environment & Community Services

Papers with report

Appendix A

HEADLINE INFORMATION

Purpose of report

To advise the Cabinet Member that residents of Linden Close have submitted a petition asking the council to consult them in order to introduce a “Residents Only” parking scheme for the close only.

Contribution to our plans and strategies

The request can be considered as part of the council’s strategy for the control of on-street parking.

Financial Cost

There are none associated with the recommendations to this report.

Relevant Policy Overview Committee

Residents and Environmental Services

Ward(s) affected

Manor

RECOMMENDATION

That the Cabinet Member:

1. Discusses with the petitioners their concerns with parking in Linden Close.
2. Asks officers to carry out a parking-stress survey in Linden Close and report back to the Cabinet Member and Ward Councillors

INFORMATION

Reasons for recommendation

The request from residents of Linden Close is acknowledged and a survey will establish the level of non-residential parking.

Alternative options considered

These will be discussed with petitioners.

Comments of Policy Overview Committee(s)

None at this stage

Supporting Information

1. A petition with 26 signatures has been submitted to the council with the following request:

“We the undersigned petition for a residents’ only parking scheme in Linden Close, Ruislip Manor”

Linden Close is a small residential road close to Ruislip Manor town centre and Ruislip Manor Underground Station. The road could be an attractive area for commuters and shoppers to park. The location of Linden Close is indicated on the plan attached as Appendix A.

2. The Cabinet Member will be aware that the Council’s strategy for the introduction of Parking Management Schemes in residential areas is in order to address concerns with non-residential parking. The intention of such schemes is to prohibit parking not associated with those living in the road in order to retain the available kerbside parking for the benefit of residents. It is apparent from previous schemes in Hillingdon that not all households are in favour of Permit Schemes unless they are confident there will be sufficient space to accommodate the residents’ parking needs. It is also usual practice to only install schemes over a wider area as opposed to individual roads.
3. As the Cabinet Member will be aware, the reason for this is that parking displacement will often transfer from one road to another nearby, and for this reason it is seldom viable to create a Parking Management Scheme in a single road. In practice the Council generally relies to some extent on evidence of a more general local demand for a Parking Management Scheme and to date the desire evident in Linden Close does not appear to be echoed in adjoining roads such as Linden Avenue and Dulverton Road.
4. These schemes are not always accepted by residents who have frequent visitors. It is suggested a survey in Linden Close is carried out to establish parking trends and patterns and report back to the Cabinet Member and local ward councillors. With this information, it will be possible to compare residents’ parking needs with the facilities that can be provided as part of a controlled parking scheme.
5. It is recommended that the Cabinet Member meets with petitioners to discuss their request for a Parking Management Scheme in Linden Close and subject to what residents tell him, considers the most appropriate further courses of action.

Financial Implications

There are none associated with the recommendations to this report. If the Cabinet Member approves a parking survey is carried out, it will be undertaken with in-house resources.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

It will provide additional information to the Cabinet Member for consideration of the petitioners' request.

Consultation Carried Out or Required

None at this stage.

CORPORATE IMPLICATIONS

Corporate Landlord

The report has no significant property implications and the Interim Corporate Landlord has no comments.

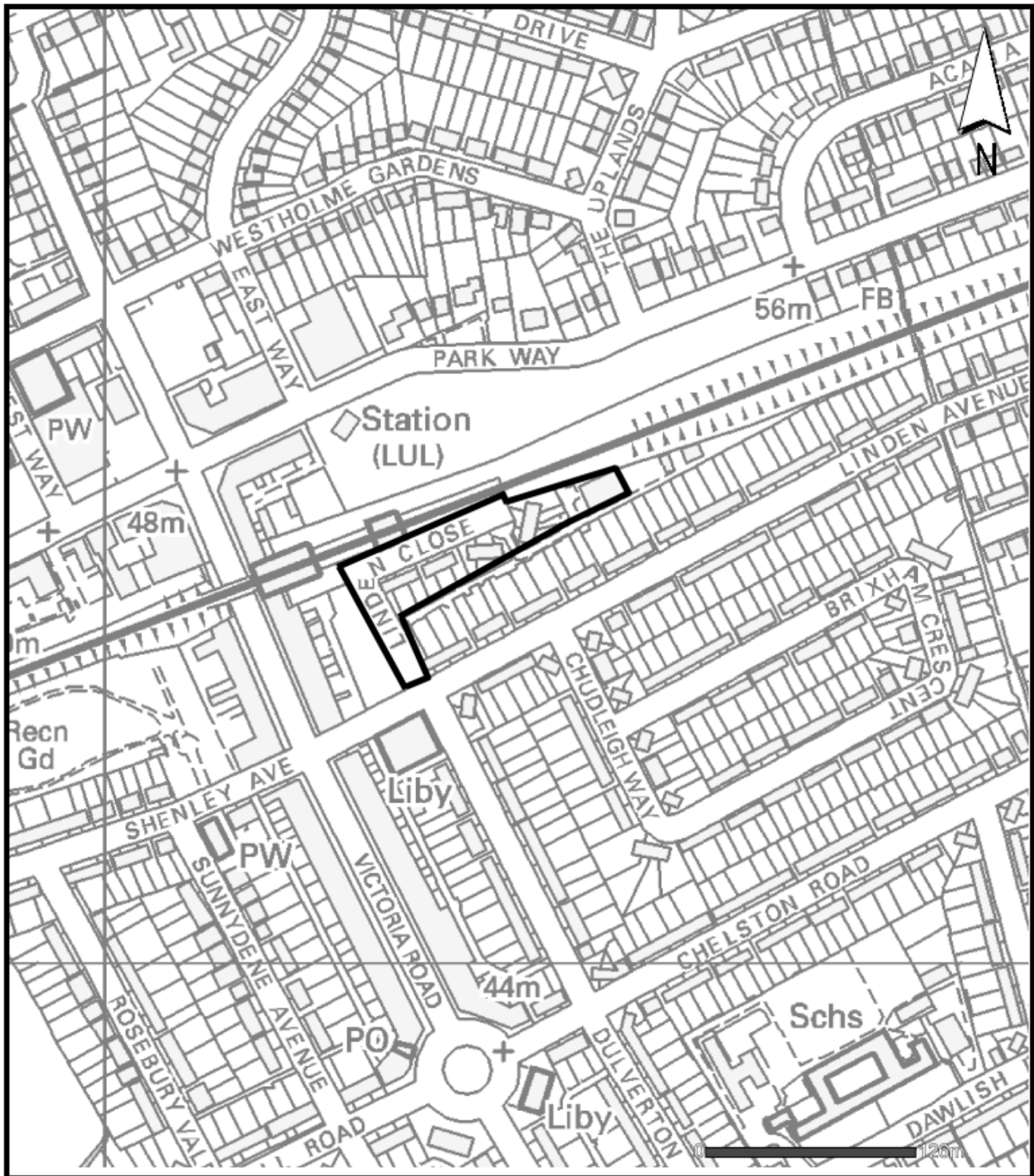
Legal

The Council's power to make orders creating residents permit parking arrangements are set out in Part IV, Section 45 of the Road Traffic Regulation Act 1984. The consultation and order making statutory procedures to be followed in this case are set out in The Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996 (SI 1996/2489).

In considering the consultation responses, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer recommendation. The decision maker must be satisfied that responses from the public are conscientiously taken into account. If a local authority decides to embark upon a non-statutory process of consultation the applicable principles are no different from those which apply to statutory consultation: see *R (Partingdale Lane Residents Association) v Barnet London Borough Council* [2003] EWHC 947 (Admin), [2003] All ER (D) 29.

BACKGROUND PAPERS

Petition received – 24th June 2010



Linden Close, Ruislip

Appendix A

Date August 2010

Scale 1:3,000



Extent of Linden Close

This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. LB Hillingdon 10019283 © 2010

MAYGOODS GREEN, COWLEY – PETITION REQUESTING MEASURES TO RELIEVE THE PARKING SITUATION

Cabinet Member

Councillor Keith Burrows

Cabinet Portfolio

Cabinet Member for Planning, Transportation & Recycling

Officer Contact

Kevin Urquhart, Planning, Environment & Community Services

Papers with report

Appendix A

HEADLINE INFORMATION

Purpose of report

To inform the Cabinet Member that residents of Maygoods Green, Cowley have organised a petition requesting the Council to look at measures to relieve the increasing problems with parking for residents.

Contribution to our plans and strategies

The request can be considered in relation to the Council's strategy for on-street parking controls.

Financial Cost

There are none associated with the recommendations to this report.

Relevant Policy Overview Committee

Residents and Environmental Services

Ward(s) affected

Brunel

RECOMMENDATION

That the Cabinet Member:

1. Discusses with petitioners, their concerns with parking in Maygoods Green
2. Discusses with petitioners to find out if they have a preferred course of action to address this issue, and agree a way forward.

INFORMATION

Reasons for recommendation

It is not clear from the petition whether the residents are asking for a residents parking scheme, waiting restriction or another solution. These maybe identified with petitioners for further detailed investigation by officers.

PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with petitioners – 26 January 2011

Alternative options considered

There are no other options that can be considered in this case.

Comments of Policy Overview Committee(s)

Supporting Information

1. A petition with 24 signatures representing 46% of the households in Maygoods Green and further signatures from residents who premises front Maygoods Green has been submitted to the council under the following heading:

“We, The Undersigned, Residents Of Maygoods Green, Request The Local Authority To Look Into Measure’s That Could Be Implemented To Relieve The Ever Increasing Problem With Parking For Residents.”
2. Maygoods Green is a residential road within the Cowley area. The road is close to the boundary of the Cowley Parking Management Scheme therefore forms an attractive parking area for non-residents especially for the nearby Brunel University.
3. Between 13th August – 3rd October 2010 the Council consulted residents within the Cowley area to ask residents if they would like to consider being included in a possible extension to the Cowley Parking Management Scheme. This consultation area included Maygoods Green and the surrounding roads that are not within the Cowley Parking Management Scheme. All residents were delivered a letter, a plan indicating the extent of the Cowley Parking Management Scheme and consultation area and a questionnaire. Residents were given the option of either a limited time waiting restriction with the times of operation of their choice or to be included in a residents parking scheme. In addition a third option of no change was offered to residents if they felt happy with the current parking arrangement.
4. The response from the above consultation will be reported to the Cabinet Member in due course. However, as it is not clear whether residents would like a parking scheme, waiting restriction or another option it is suggested that the Cabinet Member discusses with petitioners their concerns with parking and a possible course of action that would address their issues.

Financial Implications

There are no financial implications associated with the recommendations to this report.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member to discuss in detail with petitioners their concerns with parking in Maygoods Green and explore possible options that could be introduced to address their issues.

Consultation Carried Out or Required

None at this stage

CORPORATE IMPLICATIONS

Legal

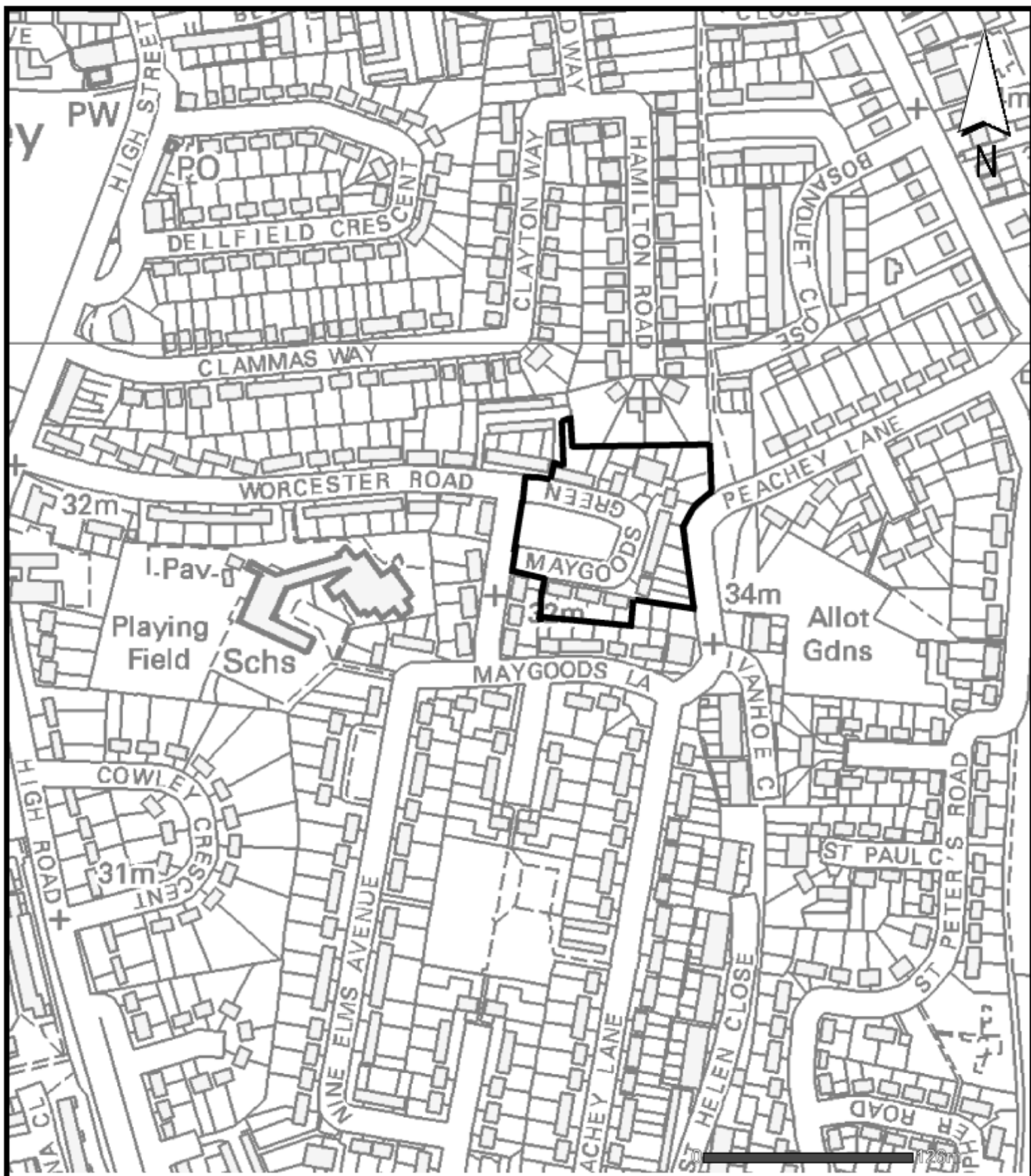
There are no special legal implications for the proposal, which amounts to an informal consultation. A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage. Fairness and natural justice requires that there must be no predetermination of a decision in advance of any wider non-statutory consultation.

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

In considering any informal consultation responses, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer recommendation. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

BACKGROUND PAPERS

Petition dated – 4th May 2010



Maygoods Green

Appendix A

Date August 2010

Scale 1:3,000



Extent of Maygoods Green

ADDISON WAY AND ACRE WAY, NORTHWOOD – PETITION CONCERNING DANGEROUS DRIVING AND SPEEDING VEHICLES	
--	--

Cabinet Member	Councillor Keith Burrows
Cabinet Portfolio	Planning, Transportation & Recycling
Officer Contact	Steven Austin, Planning, Environment & Community Services
Papers with report	Appendix A

HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that two petitions have been received from residents of Acre Way and Addison Way, Northwood asking for speed calming measures. As both petitions are asking for broadly the same thing and are adjacent roads it is suggested that the Cabinet Member consider both petitions at the same time.
Contribution to our plans and strategies	The proposals form part of the Council's strategy for road safety
Financial Cost	There are none associated with the recommendations in this report.
Relevant Policy Overview Committee	Residents and Environment Services.
Ward(s) affected	Northwood Hills

RECOMMENDATION

That the Cabinet Member

- 1. Meets and discusses with the petitioners their concerns with speeding and dangerous driving.**
- 2. Subject to the outcome of 1 above asks Officers to investigate the feasible measures identified as part of the Council's Road Safety programme.**
- 3. Instructs officers to liaise with the local Police Safer Neighbourhood Team on monitoring and enforcement options.**

INFORMATION

Reasons for recommendation

The success of traffic measures, which address speeding, are largely beneficial if they are acceptable to local residents. Officers can identify the most practical options with petitioners for further detailed investigation within the Road Safety programme.

Alternative options considered / risk management

These may arise from the Cabinet Members discussions with petitioners.

Supporting Information

1. Two petitions have been received from residents of adjacent roads in Northwood. The first petition is signed by 20 residents of Addison Way and the second is signed by 20 residents of Acre Way under the same heading
“Local residents petition for speed calming measures”
2. The roads are in close proximity of two parade of shops located on High Street and Pinner Road. Hillside Infant & Junior School, Emmanuel Church and Northwood Health Centre are also nearby.
3. In a covering letter to the Addison Way petition the organiser suggests that as well as the issue of speeding, residents are also concerned with dangerous driving and anti-social behaviour by motorists. As it is not clear from the petition what the specific issues are it is suggested that the Cabinet Member discusses in detail with petitioners their concerns and asks officers to identify any feasible measures that could be included in the Council’s Road Safety programme. Whilst it may be possible to address some concerns with physical measures, it is suggested that after discussions with petitioners and if, appropriate, the Cabinet Member asks officers to liaise with other agencies such as the local Safer Neighbourhood Team to address concerns over dangerous and anti-social driving.
4. The petition signed by residents of Acre Way specifically asks for “speed calming measures”. Again it is suggested that the Cabinet Member listens to the petitioners concerns with speeding traffic and seek options that Officers could investigate in detail as part of the Road Safety programme.
5. Whatever measures can be developed would require that support of local residents who would be most affected and will only be successful if they are accepted by them.

Financial Implications

There are none associated with the recommendations in this report. The investigation of feasible measures can be carried out in-house when resources permit. However, if measures were introduced in Acre Way and Addison Way a suitable budget would need to be identified.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member to discuss in detail, residents concerns and the potential solutions that could be considered.

Consultation Carried Out or Required

If the Council subsequently approves the introduction of traffic measures in Addison Way and Acre Way, all residents will be consulted prior to the Cabinet Member arriving at a final decision on a proposed scheme.

CORPORATE IMPLICATIONS

Corporate Landlord

The report has no direct impact on the Council's Property holdings; the Interim Corporate Landlord has no comments.

Legal

There are no special legal implications for the proposal, which amounts to an informal consultation.

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

In considering any informal consultation responses, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer recommendation. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

BACKGROUND PAPERS

Petition received for Addison Way 7th July 2010
Petition received for Acre Way 1st September 2010

APPENDIX A



This map is based on Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Hillingdon 100019283 2010

3949
 Approx. Scale:
 Date of Print: 8.9.2010
 SLA: 100019283 2010

