



Petition Hearing - Cabinet Member for Planning and Transportation

Date:	WEDNESDAY, 9 SEPTEMBER 2020
Time:	7.00 PM (see agenda for specific petition start times)
Venue:	COMMITTEE ROOM 5 - CIVIC CENTRE, HIGH STREET, UXBRIDGE
Meeting Details:	Members of the Public and Media are welcome to attend. You can view the agenda at www.hillingdon.gov.uk or use a smart phone camera and scan the code below:



Cabinet Member hearing the petition(s):

Councillor Keith Burrows, Cabinet Member for Planning and Transportation (Chairman)

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.

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, 1 September 2020

Contact: Neil Fraser

Tel: Please enter via main reception and visit the security desk to sign-in and collect a visitor's pass. You will then be directed to the Committee Room.

Email: petitions@hillingdon.gov.uk

Putting our residents first

Useful information for petitioners attending

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Agenda

CHAIRMAN'S ANNOUNCEMENTS

PART 1 - MEMBERS, PUBLIC AND PRESS MAY ATTEND

- 1 Declarations of Interest in matters coming before this meeting
- 2 To confirm that the business of the meeting will take place in public.
- 3 To consider the report of the officers on the following petitions received.
Please note that individual petitions may overrun their time slots. Although individual petitions may start later than advertised, they will not start any earlier than the advertised time.
- 4 Request For Resident Parking Permits And Potential One Way System On Cranmer Road, Hayes
- 5 Petition requesting a permanent solution to the speeding traffic using Corwell Lane
- 6 Petition on rat running in North Common Road, Uxbridge
- 7 Petition requesting traffic calming in Queen's Walk, South Ruislip

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Agenda Item 4

CRANMER ROAD, HAYES - PETITION REQUESTING A RESIDENTS' PERMIT PARKING SCHEME AND 'ONE-WAY' WORKING

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning and Transportation
Officer Contact(s)	Steven Austin, Residents Services Directorate
Papers with report	Appendix A

HEADLINES

Summary	To inform the Cabinet Member that a petition has been submitted by residents of Cranmer Road, Hayes requesting a residents' permit parking scheme and a one-way working.
Putting our Residents First	This report supports the Council objective of Our People. The request can be considered as part of the Council's annual programme of road safety initiatives and for on-street parking controls.
Financial Cost	There are no financial implications associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents', Education and Environmental Services
Relevant Ward(s)	Botwell

RECOMMENDATIONS

That the Cabinet Member for Planning and Transportation:

1. **meets with petitioners and listens to their request for a residents' permit parking scheme and one-way working;**
2. **subject to the outcome of the above, asks officers to add the request for a parking scheme to the Council's extensive parking programme for informal consultation in a possible area agreed with Ward Councillors; and**
3. **decides if officers should undertake further detailed investigations on the request for a one-way working.**

Reasons for recommendations

The Petition Hearing will provide a valuable opportunity to hear directly from the petitioners of their concerns and suggestions.

Alternative options considered / risk management

None at this stage.

Policy Overview Committee comments

None at this stage.

SUPPORTING INFORMATION

1. A petition with 28 signatures has been submitted to the Council from residents of Cranmer Road, Hayes under the following heading:

"Resident only parking for Cranmer Road - Parking permits put in place so that only residents can park as people dump their cars on Cranmer Road preventing residents from parking.

"Potential one way system on Cranmer Road - There is only space for one vehicle to pass at any given time if a vehicle comes in the opposite direction. The car must reverse out of the whole road in order to let the other vehicle pass also there are blind spots on the road. This puts safety at risk when cars are oncoming in both directions as visibility is extremely impaired."

2. Cranmer Road is a mainly residential road, comprising terraced properties with very few benefiting from off-street parking provision. At the southern end of Cranmer Road there are three blocks of garages that provide parking for 21 vehicles but it is understood that these are not necessarily for the sole use of residents of Cranmer Road. A plan of the area is attached as Appendix A.
3. From the northern end of Cranmer Road where it is accessed from North Road to the garages, the carriageway is approximately 7.3 metres and is bounded on both sides by a footway measuring on average 1.7 metres. At the junction of Cranmer Road and North Road, there are some existing no waiting 'at any time' waiting restrictions to help improve access for larger vehicles.
4. Where Cranmer Road meets Tudor Road, the carriageway measures approximately 4.3 metres and there is a footway on its northern side up to a maximum of 1.7 metres in places. This entrance to Cranmer Road almost appears to have originally only been intended to serve the garages previously mentioned in the report as access and egress at this junction is particularly restricted, especially for commercial vehicles.
5. As part of their petition, residents have requested a one-way working but some of the reasons mentioned above concerning restricted access at Cranmer Road may not be practical, especially for larger goods vehicles. However, it is recommended that the Cabinet Member discusses this suggestion put forward with residents in greater detail and, if appropriate, asks officers to undertake further detailed investigations.
6. The second concern raised by petitioners is regarding non-residential parking in the road and residents have requested a *"Resident Only Parking for Cranmer Road"*. As mentioned previously in this report, the majority of properties in the road do not appear to benefit from

or have the opportunity to create off-street parking provision so the available kerb-side space is in great demand. In light of the concerns raised, it is recommended that the Cabinet Member listens to residents' concerns and suggestions to manage the parking in Cranmer Road and add this request to the Council's extensive Parking Scheme Programme for future consultation. It is suggested that any consultation on options to manage parking in Cranmer Road could be combined along with any other nearby roads that the local Ward Councillors feel may benefit from parking controls.

Financial Implications

There are no financial implications associated with the recommendations to this report. However, if the Council was to consider the introduction of managed parking in the area, funding would need to be identified from a suitable source.

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 carried out or required

None at this stage.

CORPORATE CONSIDERATIONS

Corporate Finance

Corporate Finance has reviewed this report and concurs that there are no direct financial implications associated with this report.

Legal

There are no special legal implications for the proposal to informally consult residents on parking restrictions and a possible one-way working. Informally consulting residents 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.

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's recommendations. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

During the informal consultation, Members are guided to be mindful of the legal requirements for a proper consultation exercise are known as the Sedley requirements, adopted by Hodgson J in [R v Brent London Borough Council, ex parte Gunning \(1985\) 84 LGR 168](#), being:

- Consultation must be made at a time when proposals are at a formative stage;
- Sufficient reasons for the proposal must be given to allow intelligent consideration response;
- Adequate time must be given for a response; and

- The product of the consultation must be conscientiously taken into account in finalising the proposals.

The receipt of relevant new information during or after the consultation process may require the re-opening of the consultation process to enable consultees to comment on that new information before the decision is taken.

The Council should show that relevant opinions and suggestions have been taken into account and explain if there are reasons why it hasn't been possible to address all of the issues raised by the consultees.

Infrastructure / Asset Management

None at this stage.

Comments from other relevant service areas

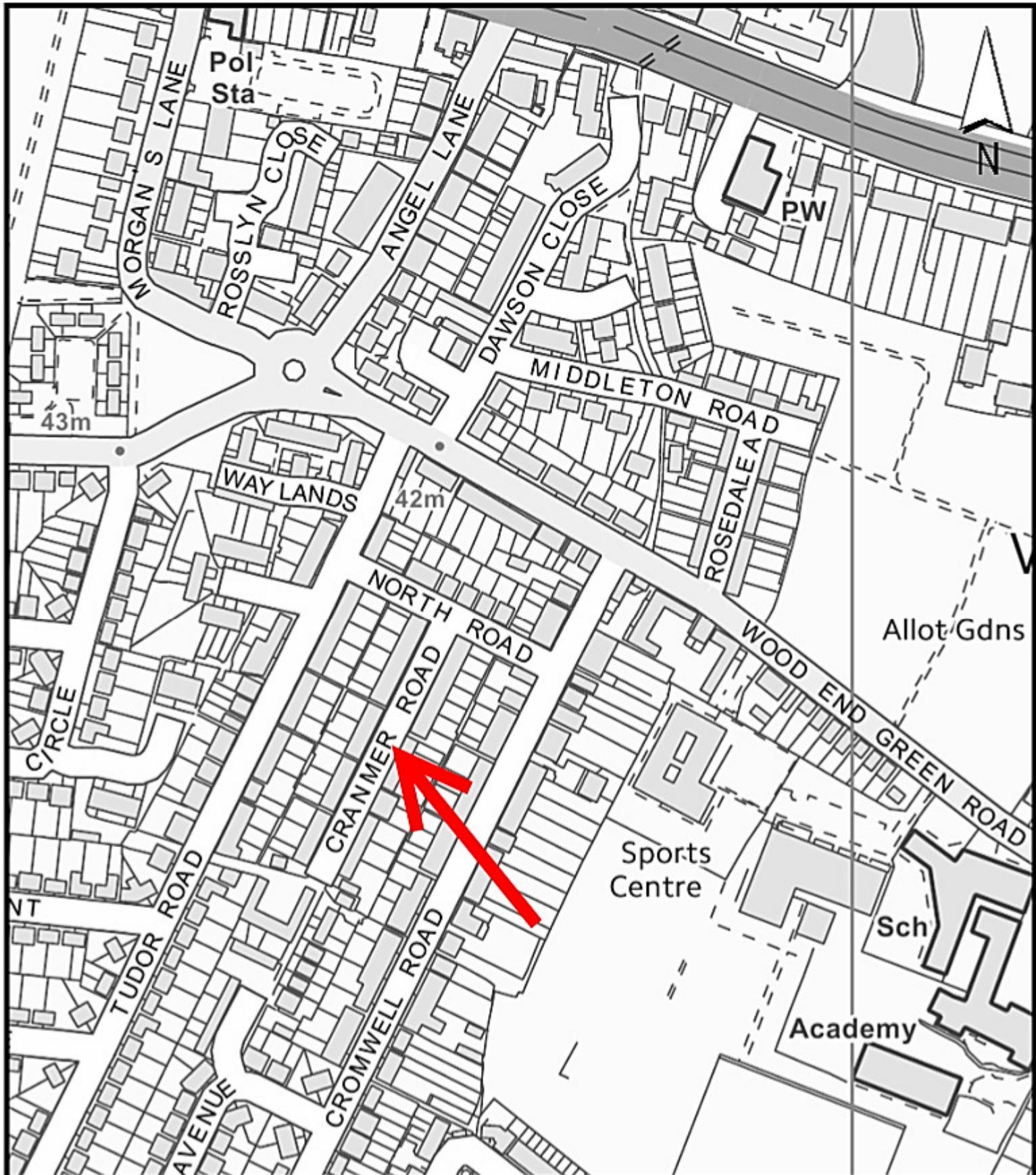
None at this stage.

BACKGROUND PAPERS

Petition received.

TITLE OF ANY APPENDICES

Appendix A - Location plan .



Cranmer Road, Hayes
Location plan

Appendix A

March 2020
Scale 1:3,000

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Agenda Item 5

CORWELL LANE, HILLINGDON - PETITION REQUESTING A BARRIER AT THE CORWELL GARDENS END OF THE ROAD

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning and Transportation
Officer Contact(s)	Steven Austin, Residents Services
Papers with report	Appendix A

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition from residents requesting a barrier on Corwell Lane close to its junction with Corwell Gardens.
Contribution to our plans and strategies	The request can be considered as part of the Council's annual programme of road safety initiatives.
Financial Cost	Subject to the outcome of discussions with petitioners, the Cabinet Member may be minded to commission speed and traffic surveys. The current cost of these is in the region of £85 per location and can be funded from within existing revenue budgets for the Transportation service.
Relevant Policy Overview Committee	Residents', Education and Environmental Services
Ward(s) affected	Botwell

2. RECOMMENDATIONS

Meeting with the petitioners, the Cabinet Member for Planning and Transportation:

1. listens to their request for 'barrier' on Corwell Lane, Hillingdon;
2. advises petitioners that, following advice provided by the Highways Manager, the request for a further barrier in Corwell Lane close to its junction with Corwell Gardens is unfortunately not viable;
3. notes that this petition was previously deferred and that further information submitted by the lead petitioner is now included in this report; and
4. subject to the outcome of the above, considers asking officers to undertake further traffic surveys, at locations agreed by the petitioners, and to then report back to the Cabinet Member.

Reasons for recommendations

The Petition Hearing will provide a valuable opportunity to hear directly from the petitioners of their concerns and suggestions.

Alternative options considered / risk management

None at this stage.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 48 signatures has been submitted by residents living in Corwell Lane, Lansdowne Road and Appleby Close, Hillingdon signed under the following heading:

"We the residents of Corwell Lane sign this petition to ask for a permanent solution be found to the speeding traffic using Corwell Lane as a short cut to avoid the traffic light system at Merrymans Corner. We would request a barrier at the end of Corwell Lane, Corwell Gardens end, to stop non local traffic using the road as a 'rat run' at high speeds putting property and lives in danger."

2. In an accompanying statement, the lead petitioners helpfully provide the following information:

"Please find enclosed a petition regarding a barrier at the end of Corwell Lane, Corwell Gardens to stop the non resident traffic using Corwell Lane and adjoining roads to avoid the traffic light system at Merrymans Corner. We are very concerned and have been for some time now at the volume of traffic now using these side streets and the speed at which these vehicles are travelling on what are effectively minor residential streets unsuitable for this kind of use."

The petition has provoked considerable interest in adjoining roads who are all very keen to sign the petition due to concerns raised in the previous paragraph."

3. Corwell Lane and Lansdowne Road are mainly residential roads. Corwell Lane is divided into two sections by a 'fire gate' just north of its junction with Lansdowne Road installed many years ago which prevents north-south through traffic between West Drayton Road and Harlington Road. A location plan is attached as Appendix A.

4. The suggestion that has been tabled by residents is for a further barrier to be installed at the Corwell Gardens end of Corwell Lane and, with regards to this, the Council's Highways Manager provided the following statement: *"The Law is quite clear in that people have the right to pass and repass along Highways without obstruction. Whilst Council's are, in certain circumstances, able to place width restrictions and emergency access barriers in roads using Traffic Order powers, they are not legally able to restrict access to roads for certain people such as residents only."* As a result of the above, the Council regrettably cannot agree to petitioners' request to install an additional barrier on Corwell Lane.

5. Officers have liaised with the lead petitioner who suggested that he was keen to review the

scope of his original petition, potentially adding in additional roads. Officers suggested in light of this that the lead petitioner might wish to consider a fresh petition, perhaps drawn from a wider resident base and with the knowledge that the original request, for a road barrier, could not be met. The lead petitioner in turn agreed to discuss the matter with his neighbours and Ward Members. As the petition remained on the Council's database, it was hoped that this could allow the matter to be progressed satisfactorily to help the petitioners prepare for a constructive dialogue with the Cabinet Member.

6. At the last dialogue between officers and the lead petitioner, the latter said that, on balance, he would prefer his petition to be formally heard even though the subject of its request could not be met. This report is therefore intended to provide advice to the Cabinet Member and to help facilitate the dialogue that the petitioners have sought.

7. The main concerns for residents appear to be the speed at which traffic uses Corwell Lane and Lansdowne Road to avoid the traffic signals at Merrimans Corner. As a result of the concerns raised by residents, the Cabinet Member may be minded to instruct officers to commission independent 24/7 Automatic Traffic Counts on Corwell Lane and Lansdowne Road at locations agreed with petitioners and Ward Councillors. The speed and vehicle traffic data captured and the testimony of petitioners will help inform the investigations into possible measures as a barrier is not a feasible option.

8. Police recorded collision data for the three year period to the end of December 2018 (the latest data available) indicates that there are no recorded incidents in either Corwell Lane or Lansdowne Road. It should be noted, however, that the collision data which the Council has access to is only police recorded incidents and does not include damage only crashes.

9. Following the deferral of the original petition requested by petitioners at the meeting with the Cabinet Member on 19 December 2019, the lead petitioner has submitted further information and suggestions which are detailed below.

10. The lead petitioner has suggested that, although they have been unable to contact all the "interested parties", they are of the opinion that there is support to make Corwell Lane "one way with no entry from opposite Perry Close".

11. The lead petitioner goes on to advise that, since parking places were marked in Corwell Lane, this has increased the volume of traffic in the road and vehicle speeds have increased. The lead petitioner goes on to suggest that there have been three major collisions in Corwell Lane that they are aware of. As the Cabinet Member will recall, the formalised parking in the road was requested by residents of the road who petitioned the Council.

12. The Council is grateful for the additional information provided and it is recommended that the Cabinet Member discusses in greater detail residents' concerns and asks officers to consider these as part of any future investigations.

Financial Implications

If the Cabinet Member is minded to agree to undertake independent speed and traffic surveys, the cost is usually in the region of £80 to £85 per location, which could be funded through an allocation for the transportation and projects service. If works are subsequently required, suitable funding will be identified from Revenue Budgets within the Road Safety programme.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member an opportunity to discuss in detail with petitioners their concerns.

Consultation Carried Out or Required

None at this stage.

5. CORPORATE IMPLICATIONS

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 special legal implications for the proposal to informally consult residents on their request for 'barrier' on Corwell Lane Hillingdon. Informally consulting residents 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.

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's recommendations. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

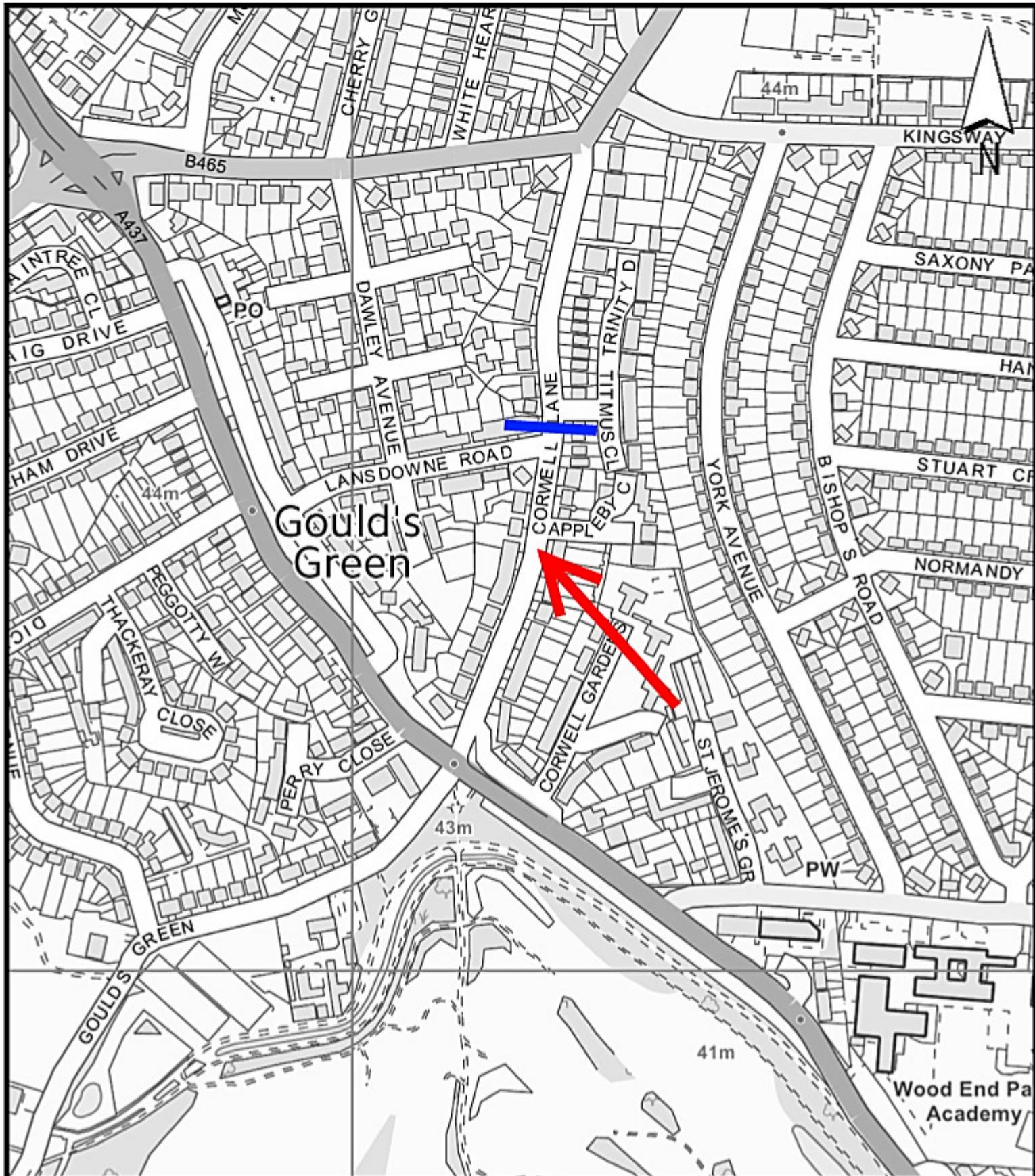
Should there be a decision that further measures are to be considered then the relevant statutory provisions will have to be identified and considered at that time.

Corporate Property and Construction

There are no Corporate Property and Construction implications arising from the recommendations in this report.

6. BACKGROUND PAPERS

NIL.



Corwell Lane, Hayes Location plan

Appendix A

November 2019

Scale 1:4,000



Location of existing no through access gate

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Agenda Item 6

NORTH COMMON ROAD, UXBRIDGE - PETITION REQUESTING MEASURES TO DETER "RAT RUNNING"

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning and Transportation
Officer Contact(s)	Sophie Wilmot, Residents Services
Papers with report	Appendices A, B and C

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition from residents requesting measures to deter rat running in North Common Road, Uxbridge.
Contribution to our plans and strategies	The request can be considered as part of the Council's annual programme of road safety initiatives.
Financial Cost	There are none associated with the recommendations to this report, other than Council officer time.
Relevant Policy Overview Committee	Residents', Education and Environmental Services
Ward(s) affected	Uxbridge North.

2. RECOMMENDATIONS

Meeting with the petitioners, the Cabinet Member for Planning and Transportation:

1. listens to their concerns with "rat running" in North Common Road and South Common Road, Uxbridge; and
2. subject to the outcome of the above, asks officers to undertake an informal consultation with residents in the area on concerns outlined in the petition and then report back.

Reasons for recommendations

The Petition Hearing will provide a valuable opportunity to hear directly from the petitioners of their concerns and suggestions.

Alternative options considered / risk management

None at this stage.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with a total of 23 signatures (of which one is a resident from North Common Road, 13 from West Common Road and nine from Water Tower Close) has been received by the Council.

2. The covering letter of the petition states: *“Having spoken to a number of the residents, the consensus was that we needed another petition to reinforce the view of the following: 1. there was still a perceived issue with the rat running at peak times 2. That the proposal of exit from North Common Road into Park Road at peak times (TBC) should be mooted. Also please see attachment regarding how NPR has been used successfully by other Councils to allow residents to still use the roads WITHOUT constraint 3. That the 'Duck Pond' junction redesign should be revisited. Although, the lack of Island, may stop people FULLY going on the other side of the road, the loss of streetlight and the problems with the redesign of the kerb have left it in terrible disrepair with the pond now regularly overflowing across the road (I know we have had a lot of rain but it never used to do that, ever), which would create black ice on an icy night. Again this redesign, would NOT have been required, if the original idea, to stop the rat run had been followed through and I think a lot of residents are extremely disappointed about the way this has been handled. We would all welcome much more interaction with the Council on these decisions rather than the “fait accompli” type notifications that “such and such” is going to happen. Many residents said they would rather the island design had just been left as it was (because of the mess made) and although that they agreed a redesign was now needed, they just didn’t have enough confidence to agree to it because they didn’t want it made any worse, so decided to err on the safe side and leave as it is. So, please find the required petition and please can any hearing and subsequent solution be thoroughly discussed, so we are all on the same page, so no further confusion and delays ensue. This whole episode has wasted a great deal of everyone’s time and after 3 years, we are still back where we started, so please let’s work together to produce a working solution for everyone.”*

3. The petition asked signatories to respond to three separate questions, the questions and responses are summarised in Table 1.

Table 1: Summary of results of questions in the petition document

Question	No of responses	
	Yes	No
Is 'rat running' an issue around Uxbridge Common?	23	0
Do you agree with a time restricted 'no left turn' from North Common Road to Park Road (Mon-Fri, evening peak times)?	22	1
Do you agree that the 'Duck Pond' junction needs the island reinserted and the junction redeveloped to stop cars cutting the corner?	15	8

4. North Common Road is a residential road that forms a horseshoe with West Common Road and South Common Road around Uxbridge Common green. These roads join the northbound side of the dual carriageway part of Park Road (B483). The carriageway in North Common Road is approximately 5 metres wide. These roads are within Uxbridge North Parking

Management Scheme, with vehicles parking within designated bays on one side of the road. Water Tower Close is a no through road off North Common Road. The roads in question are shown on the plan attached as Appendix A to this report.

Previous Petition

5. A previous petition was submitted in October 2016 requesting rat running measures around the common and asking the Council to consider the following: keep clear markings on the exit of South Common Road and North Common Road; a resident only barrier at the junctions with Park Road and centre road markings and parking restrictions on North Common Road.

6. The petition had a total of 31 signatures (of which 10 are residents from North Common Road, two from South Common Road and 19 from Water Tower Close). The petition was heard by the Cabinet Member for Planning, Transport and Recycling in January 2017, with the following outcome:

The Cabinet Member:

- *Listened to the petitioners concerns with "rat running" in North Common Road and South Common Road, Uxbridge.*
- *Asked officers to undertake traffic surveys, at locations agreed by the petitioners and then report back to the Cabinet Member.*

Traffic Surveys

7. Following the Hearing of the first petition, traffic surveys were undertaken at agreed locations around the common in March 2017. An analysis of these traffic surveys indicated that some vehicles were turning left into South Common Road from Park Road to avoid traffic queues on Park Road during the evening peak, in particular between 5pm and 6pm mid week.

8. Detailed turning counts were undertaken via video surveys on two weekdays. This showed that of the vehicles turning left into South Common Road, approximately 90-100 vehicles were in all probability rat-running to avoid traffic queues on Park Road northbound between 5pm and 6pm. Screenshots taken from the video survey confirmed that some motorists were travelling on the wrong side of the road when turning into North Common Road from West Common Road.

9. Analysis of the 24 hour / 7 day vehicle speed and volume surveys have shown the highest total 85th percentile speeds were on North Common Road in an eastbound direction (33.8 mph) and on West Common Road in a northbound direction (32.2 mph).

Transport Study

10. As a result of the traffic surveys undertaken in March 2017, the Council's term consultants Project Centre were commissioned to undertake a study of the Uxbridge Common area and produce a package of suggested measures which could be considered for implementation in the area to improve road safety and reduce the level of vehicles rat running. The consultants suggested the following measures for consideration:

- Introduction of a gateway feature on South Common Road with a pinch point and associated priority give way.
- Introduction of a build out at the junction of West Common Road with North Common Road (colloquially known as the 'duck pond' junction).
- Introduction of traffic calming measures around the common.

- Introduction of a banned left turn from Park Road into South Common Road, using camera enforcement.

Works at the 'Duck Pond' junction

11. Following the study, a decision was made to initially look to implement the build out at the 'duck pond' junction, as there were road safety concerns raised as a large number of people were observed cutting across the junction. In addition, a build out could deter people 'rat running' as they would need to slow down to negotiate the junction, so little time would be gained.

12. The works were carried out using 2019/20 Transport for London Local Implementation Plan funding. Remedial measures were carried out in conjunction with the Council's Flood Officer and Green Spaces team to improve the flooding issues at the junction and to plant new greenery, although this will take some time to become established in the area.

Further Traffic Surveys

13. In order to review traffic in the area, further traffic surveys were undertaken in September 2019. These results were reviewed in conjunction with the previous surveys in March 2017. The key outcomes from this analysis are summarised below:

- The average 85th%tile is 27mph. This is the same in the current and previous surveys. (*The so-called 85th percentile speed is the speed at or below which 85% of traffic is travelling, and is the standard robust statistical tool used by traffic and road safety professionals when analysing speed trends.*)
- The data shows a reduction in traffic flow on South Common Road, Norfolk Road and West Common Road.
- A very slight increase in traffic flow on North Common Road.
- There are clearly much higher flows in the 'rat running' direction than in the opposite direction.
- The flows are fairly evenly spread between Norfolk Road and South Common Road. There is also a potentially higher level of vehicles coming along Gravel Hill than expected.
- In the 'rat run' direction an average of 46% of the traffic occurs in the PM peak 4-7pm, on weekdays.

Informal Consultation

14. Between 13th September and 4th October 2019, informal consultation was undertaken with residents of South Common Road, West Common Road and North Common Road asking residents if they would support the introduction of a banned left turn from Park Road into South Common Road, either at all times or peak times only.

15. The consultation had a response rate of 67%, a total of 40% of respondents were for the proposal of a banned left turn from Park Road into South Common Road and 60% against. Of those who responded in favour of the scheme, 35% supported an at any time restriction, whilst 65% supported a peak time only restriction.

16. A number of the responses also provided further details on traffic concerns in the area, a summary of key points raised by residents within this informal consultation is provided below:

- *'There is no need for any morning restriction, it is only the PM peak which is a problem'.*

- Some respondents felt that the alternative suggestion by some residents of a 'no left turn' out of North Common Road would not work.
- 'This is a complex issue due to the interlocking roads in the area. Agreed it is not an easy solution - suggested traffic modelling be undertaken.'
- 'This ban will only affect the residents.'
- 'Do not want a ban anywhere near the common.'
- 'This would just move the problem into a more condensed area.'
- 'Residents already impacted by banned right turn out, due to the dual carriageway.'
- 'Traffic is high speed - this needs to be addressed.'
- Of those keen on a banned left turn from North Common Road to Park Road - they would want it to be residents only.
- Some felt things should just be left how they are.

Proposals in March 2020 Petition

17. The petition which has been submitted outlines three main points, each of which are discussed in turn below:

There is still a perceived rat running problem

- The data collected in September 2019 does show that there are still issues with rat running in the area but actually with a decrease from Norfolk Road / South Common. However, a key reason that people take the conscious decision to rat run is the traffic in Uxbridge Town Centre in the peak periods, in particular the traffic travelling towards the Swakeleys roundabout. Further work is being done by Council officers in regard to Swakeleys Road and the impact on this on the HS2 construction works.

Proposed no exit from North Common Road to Park Road

- The petition is asking for reconsideration of a banned left turn from North Common Road to Park Road. During the informal consultation held in September / October 2019, a number of correspondences were received from local residents saying they did not support the proposals for no exit onto Park Road from North Common Road.
- The petition outlines a desire for local residents to be exempt from the restriction and provides an article in regard to number plate recognition technology to allow such an exemption, the article is provided in Appendix B. The article shows that the trial is in its early stages. An exemption of such a kind would be difficult to manage given: the number of interlocking roads in the area; how far the exemption would be applied; the database would need constant updating with registration numbers as people change vehicles and move home; and it is likely a number of appeals would be generated resulting in significant response challenges for the Council. Therefore, it is felt that, should such a restriction be put in place, it would need to be done for all and residents could not be exempt.
- This type of restriction is only in place at a couple of locations across the Borough and the signage and traffic orders are not standard. Therefore, any proposals would need to be referred to the Secretary of State.

Works at the 'Duck Pond' junction

- The petition asks for the island to be reinstalled at the junction as people still cut the junction, albeit not entirely on the other side of the road.
- Some snagging works were undertaken with the Council's Flood Officer and Green Spaces team due to the pond area causing excess water on the carriageway. The Green Spaces will be arranging for vegetation in this area but this will take some time to get established.

- As the mitigation measures have not long been introduced, it is proposed not to take forward any changes to this junction at this time but keep the matter under review.

18. It should be noted that the Council has already received an email from a local resident in objection to the new petition which has been submitted. The email received states the following:

“I understand from Ray Graham that there is a petition put forward to restrict the exit from North Common Road in the afternoons.....I object strongly to a restriction being put in place. The so-called rat race does not impede traffic.”

Conclusion

19. In conclusion, the petition is asking for the Council to consider a PM peak banned left turn from North Common Road on to Park Road. The petition would like for this restriction to allow residents in the area be exempt from enforcement. As discussed above, there are considerable difficulties exempting residents. Therefore, it is proposed that any consideration of the implementation of such a restriction is undertaken without allowing residents to be exempt, or an 'all or nothing' approach.

20. The Council has correspondence from local residents not supporting an introduction of such a restriction and, based on this information, the Council does not have a clear mandate to consider implementing such a measure. However, in order to establish the current thoughts of local residents to the introduction of such a measure, the Cabinet Member may be mindful to consider instructing officers to undertake an informal consultation asking two questions:

1. Do you support the introduction of a banned left turn from North Common Road to Park Road, without an exemption for residents?
2. If you support the introduction of a restriction, would you support it being operational 'at all times' or 'PM Peak' (4-7pm)?

21. Should an informal consultation be supported, it would be suggested that the Cabinet Member consider extending this to the following roads: South Common Road; West Common Road; Water Tower Close; Gravel Hill; Colendale Road; and Norfolk Road. A plan of the proposed study is provided at Appendix C.

Financial Implications

There are no financial implications associated with the recommendations to this report. If works are subsequently required, suitable funding will need to be identified within the Road Safety Capital Programme which will be subject to the capital release process.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member an opportunity to discuss in detail with petitioners their concerns.

Consultation Carried Out or Required

None at this stage.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed the report and concurs with the financial implications set out above, noting that there are no financial implications arising from the report recommendations.

Legal

There are no special legal implications for the proposal to discuss with petitioners their concerns with traffic volumes in North Common Road, Uxbridge, 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.

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 recommendations. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

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

Corporate Property and Construction

There are no corporate property and construction implications arising from the recommendations in this report.

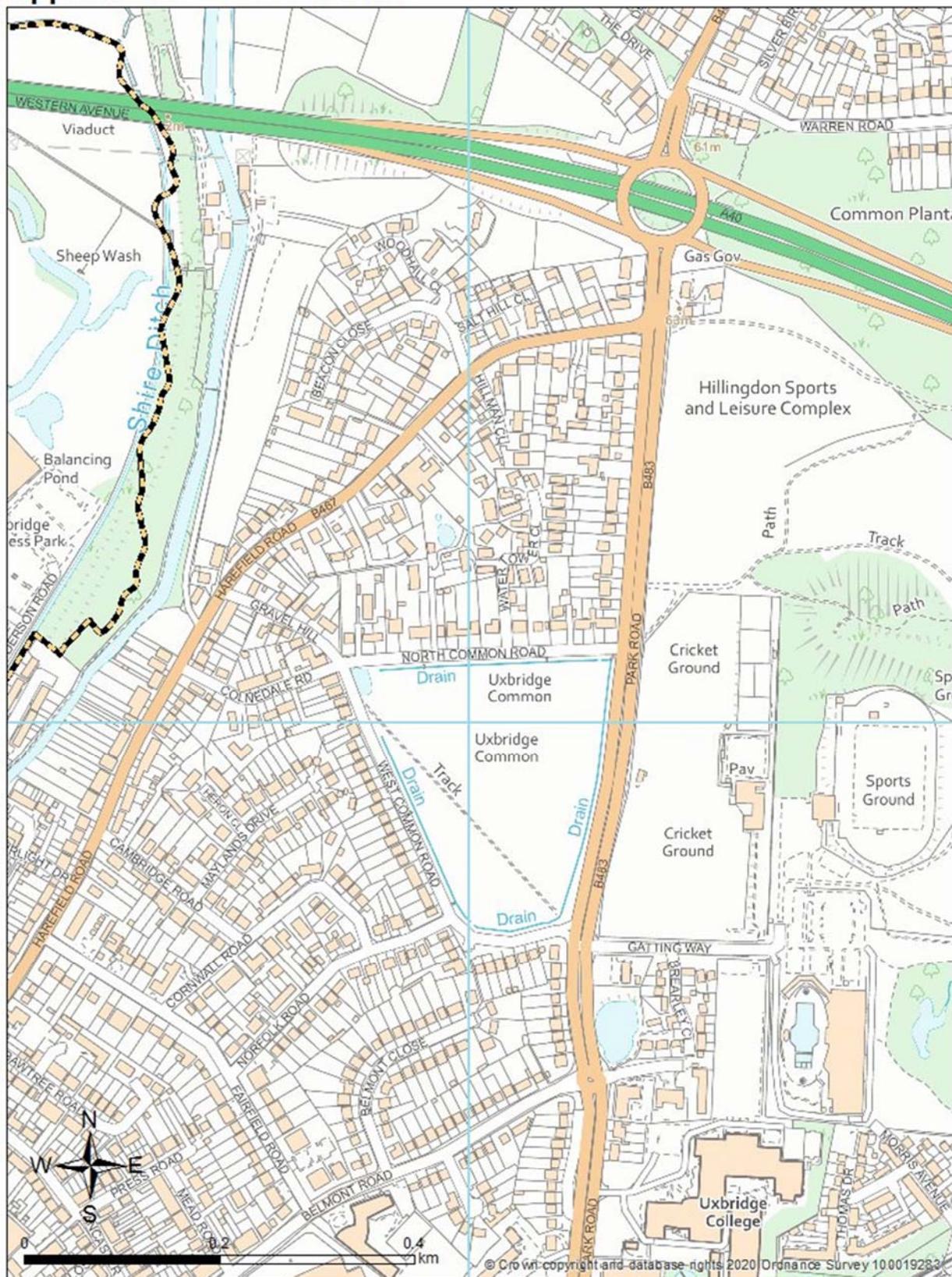
Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received.

Appendix A - Location Plan



Map Notes

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Classification: Public

Appendix B - Article provided alongside the petition document

10 MYLONDON.NEWS WEDNESDAY, MARCH 11, 2020

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News

Tech could save 'rat run'

NUMBER PLATE RECOGNITION PLAN TO PREVENT CONGESTION IN FULHAM STREET

By OWEN SHEPPARD

owen.sheppard@reachplc.com

@owen_sheppard

The 'high tech' plan to stop non-locals driving through Fulham's residential streets in midst of Harwood Terrace row is revealed.

Harwood Terrace will stay closed for up to six weeks after the trial finishes until the NPR cameras are up and running.

Hammersmith & Fulham Council wants to install cameras with number-plate-recognition (NPR) technology at entrances to Imperial Road, Bagleys Lane and Harwood Terrace.

Fines would be issued to motorists who have not joined a "registration scheme", via an app, that would give drivers a permit to enter those roads.

Drivers eligible for a permit will include all Hammersmith and Fulham residents, local residents' guests, delivery drivers, taxis, buses and emergency vehicles.

This proposal was unveiled at a

cabinet meeting on March 2, which heard that the trial closure of Harwood Terrace has had mixed effects on traffic in surrounding streets.

Explaining the proposal, chief officer for public realm, Bram Kainth, said: "You would have four control points: at Imperial Road next to the pedestrian crossing, on the eastern end of Harwood Terrace, and in Bagleys Lane.

"This would significantly reduce the traffic in the whole area as well as the SW6 area."

The six-month trial closure of Harwood Terrace, which began in October, will officially end in late April. It is all but certain to remain closed until a new trial of this NPR scheme commences, which could take up to six weeks, Mr Kainth said.

He then explained that 92 per cent of traffic in the area comes from people who live outside the borough, and said the idea was to prevent "rat running" by drivers who are not local.

Council leader Stephen Cowan said "mistakes" had been made in the run-up to the closure, which was preceded by a consultation shared with just 40 addresses.

Hundreds of residents in the Sands End area of Fulham complained congestion and air pollution increased as a result of closing Harwood Terrace.

Replying to comments from James Spokoini, who coordinates the SW6Traffic campaign, Mr Cowan said: "We don't agree with everything you have said but we absolutely accept that this has not been handled well from the beginning, but once a trial experiment began it needed to be followed through in order to get the data."

Mr Spokoini urged Mr Cowan to carry out a new public consultation with hundreds of residents before committing to a trial of the NPR system.

One councillor who wished to be anonymous said he didn't think the



Harwood Terrace has been closed off to traffic temporarily as a trial

PHOTO: OWEN SHEPPARD

NPR scheme would make a big difference to the increased congestion in Bagleys Lane, because less than 10 per cent of its traffic is from local drivers.

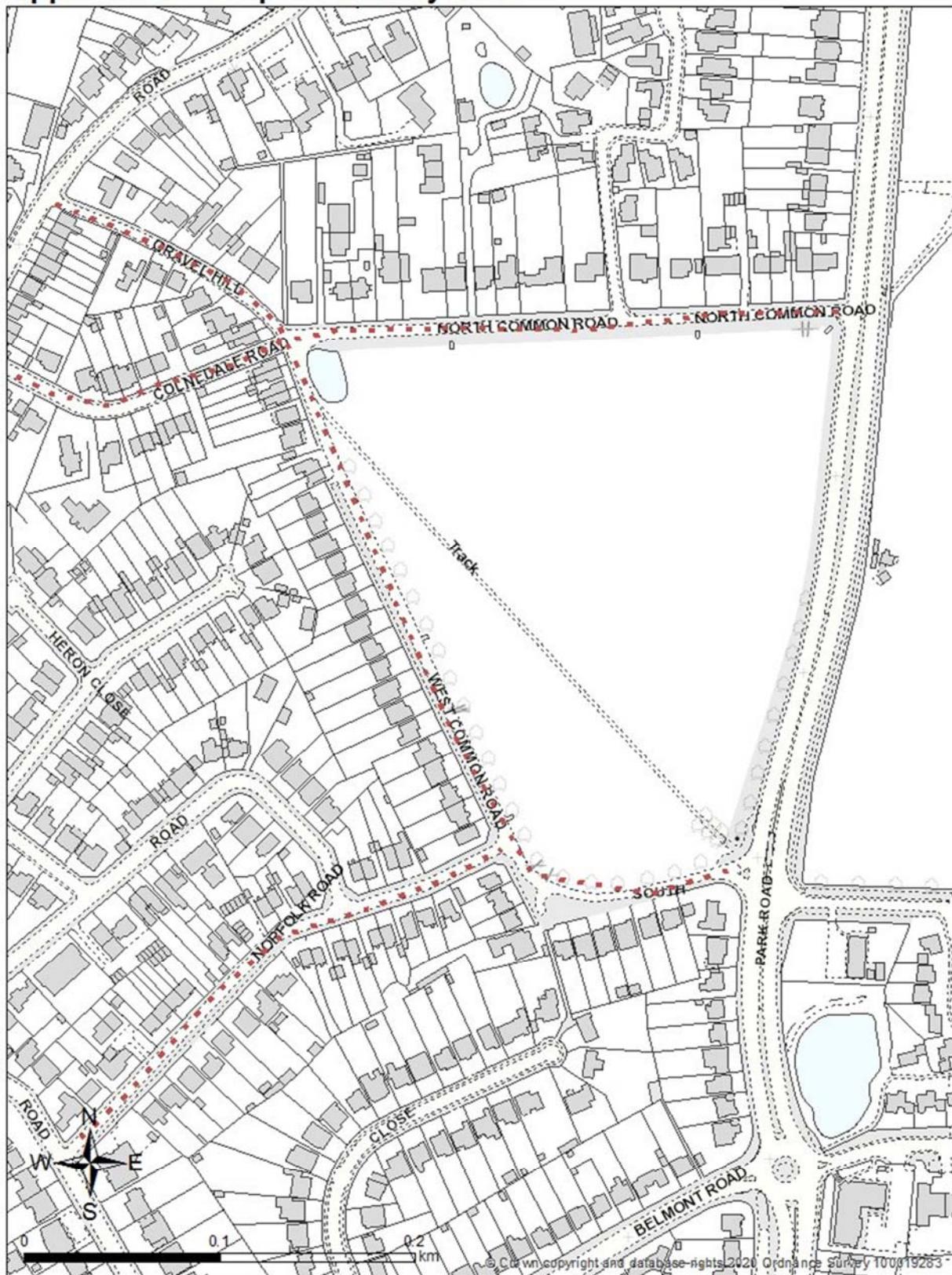
Harwood Terrace resident Nick Smith argued the closure had been "a success" and quoted council traffic surveys which suggest seven local streets have seen a net reduction of thousands of vehicle journeys per

week.

Mr Kainth added: "What we've found from looking at the data is around 12,000 extra cars a week in Bagleys Lane going northbound and southbound.

"We have seen considerable extended bus journeys times, and actually there's been a positive effect on traffic reduction in Wandsworth Bridge Road and in King's Road."

Appendix C - Proposed Study Area



Map Notes

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Classification: Public

Agenda Item 7

QUEENS WALK, SOUTH RUISLIP - PETITION REQUESTING TRAFFIC CALMING MEASURES BETWEEN LONG DRIVE AND THE FAIRWAY

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning and Transportation
Officer Contact(s)	Steven Austin, Residents Services Directorate
Papers with report	Appendix A

HEADLINES

Summary	To inform the Cabinet Member that a petition has been submitted by residents asking for traffic calming measures in Queens Walk, South Ruislip between Long Drive and The Fairway.
Putting our Residents First	This report supports the Council objective of Our People. The request can be considered as part of the Council's annual programme of road safety initiatives and for on-street parking controls.
Financial Cost	Subject to the outcome of discussions with petitioners, the Cabinet Member may be minded to commission speed and traffic surveys. The current cost of these is in the region of £85 per location.
Relevant Policy Overview Committee	Residents, Education and Environmental Services
Relevant Ward(s)	South Ruislip

RECOMMENDATIONS

That the Cabinet Member for Planning and Transportation:

1. meets with petitioners and listens to their road safety concerns and suggestions; and
2. subject to the outcome of the above, considers asking officers to undertake traffic surveys, at locations agreed by the petitioners and then to report back to the Cabinet Member.

Reasons for recommendations

The Petition Hearing will provide a valuable opportunity to hear directly from the petitioners of their concerns and suggestions.

Alternative options considered / risk management

None at this stage.

Policy Overview Committee comments

None at this stage.

SUPPORTING INFORMATION

1. A petition with 32 signatures has been submitted to the Council from residents who live in or close to Queens Walk, South Ruislip under the following heading:

"We, the local residents, would like traffic calming measures to be put in place on Queens Walk, between Long Drive and The Fairway. It is wide and straight therefore motorists constantly speed up excessively along this section of the road.

"Queens Walk is a residential street but it is also the main thoroughfare for motorists, cyclists and pedestrians accessing the three schools, children's centre and medical centre, that are all within a half mile radius.

"This route needs measures put in place such as speed bumps, to force motorists to adhere to the speed limits of a residential area and prevent any serious accidents occurring".

2. Queens Walk is a mainly residential road but at the southern end of the road between Long Drive and Victoria Road there is access to Queensmead School, Deansfield Primary School and the South Ruislip Early Years and Children's Centre. This section of Queens Walk outside the school entrances is subject to a 20mph zone and traffic calming measures so it appears petitioners may wish for this to be extended north of Long Drive. A plan of the area is attached as Appendix A.

3. The police recorded collision data for the three years to the end of December 2018 (the latest available) revealed there have been two incidents close to Queens Walk both of which took place in 2016. The first was at the junction of Queens Walk and Long Drive and the second was close to the junction of Queens Walk and The Fairway and both resulted in slight injuries.

4. As previously mentioned, some traffic calming measures have been understandably implemented in the southern section of Queens Walk closest to entrances to the schools. However, as a result of the petition submitted by residents, the Cabinet Member may be minded to instruct officers to commission independent 24/7 Automated Traffic Counts on the section of Queens Walk between Long Drive and The Fairway at locations agreed with residents and local Ward Councillors.

Financial Implications

If the Cabinet Member is minded to agree to undertake independent speed and traffic surveys, the cost is usually in the region of £80 to £85 per location, which could be funded through an allocation for the Transportation and Projects service. If works are subsequently required, suitable funding will be identified from Revenue Budgets within the Road Safety Budget

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 carried out or required

None at this stage.

CORPORATE CONSIDERATIONS

Corporate Finance

If the Cabinet Member is minded to agree to undertake independent speed and traffic surveys, the cost is usually in the region of £80 to £85 per location, which is expected to be managed through existing revenue budgets. If works are subsequently required, funding would need to be identified from a suitable source.

Legal

The Borough Solicitor confirms that there are no specific legal implications arising from this report.

Infrastructure / Asset Management

None at this stage.

Comments from other relevant service areas

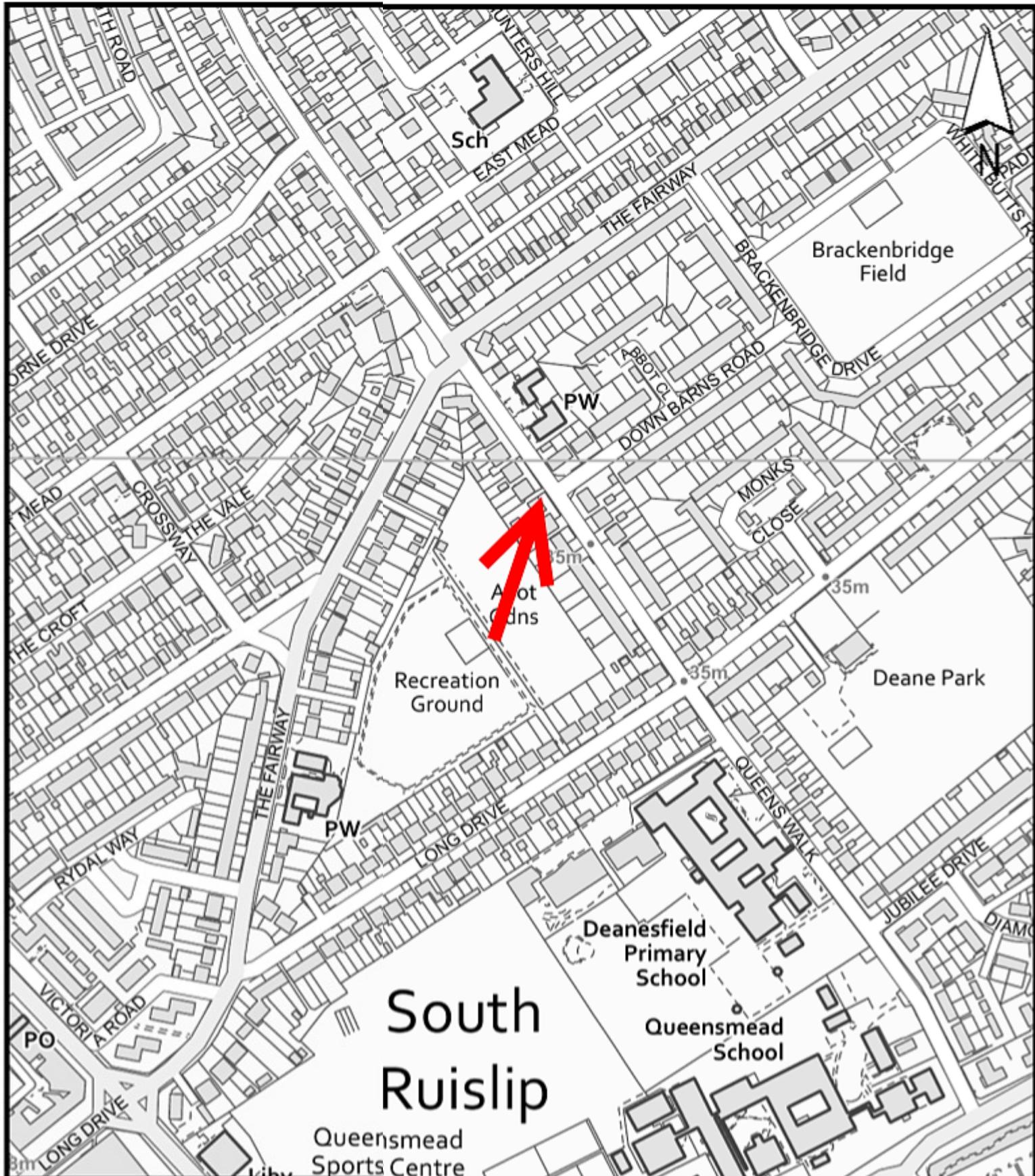
None at this stage.

BACKGROUND PAPERS

Petition received.

TITLE OF ANY APPENDICES

Appendix A - Location plan.



Queens Walk, Ruislip - Petition requesting traffic calming measures between Long Drive and Queens Walk

Appendix A

July 2020

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