



HILLINGDON  
LONDON



# Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

**Date:** WEDNESDAY  
25 JANUARY 2012

**Time:** 7.00 PM

**Venue:** COMMITTEE ROOM 3  
CIVIC CENTRE  
HIGH STREET  
UXBRIDGE  
UB8 1UW

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

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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, 17 January 2012

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# Agenda

## CHAIRMAN'S ANNOUNCEMENTS

### 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.

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.

	Start Time	Title of Report	Ward	Page
3.	7 pm	Petition requesting speed humps in Coronation Road, Hayes	Pinkwell	1 - 4
4.	7 pm	Petition objecting to the extension of yellow lines between Park Lane and Westacott, Hayes	Charville	5 – 10
5.	7.30 pm	Petition requesting the St Mary's Road, Hayes be made a one-way street	Townfield	11 - 14
6.	8 pm	Petition requesting safety measures in Harvil Road, Ickenham	Ickenham	15 – 19
7.	8 pm	Petition requesting the total resurfacing of Bushey Close, Ickenham	Ickenham	21 - 26

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## CORONATION ROAD, HAYES – PETITION REQUESTING TRAFFIC CALMING MEASURES

**Cabinet Member**

Councillor Keith Burrows

**Cabinet Portfolio**

Planning, Transportation and Recycling

**Officer Contact**

Catherine Freeman  
Planning, Environment, Education and Community Services

**Papers with report**

Appendix A

### HEADLINE INFORMATION

**Purpose of report**

To inform the Cabinet Member that a petition has been received from local residents requesting speed humps in Coronation Road, Hayes

**Contribution to our plans and strategies**

The request can be considered as part of the Council's strategy for road safety

**Financial Cost**

There are no financial implications to this report

**Relevant Policy Overview Committee**

Residents' & Environmental Services

**Ward(s) affected**

Pinkwell Ward

### RECOMMENDATION

**That the Cabinet Member:**

- 1. Meets with the petitioners to discuss in greater detail their concerns with speeding traffic on Coronation Road**
- 2. Subject to (1) asks officers to place this request on the Council's Road Safety Programme for subsequent investigation and the development of possible options**
- 3. Subject to (1) instructs officers to liaise with the Police and local Safer Neighbourhoods teams to investigate and if appropriate undertake some local enforcement**
- 4. Subject to (1) instructs officers to investigate the feasibility of adding Coronation Road to future Phases of the Vehicle Activated Signs (VAS) Programme**

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Cabinet Member meeting with Petitioners – 25 January 2012

Part 1 - Members, Public and Press

## **INFORMATION**

### **Reasons for recommendation**

The petition hearing will provide an extremely valuable opportunity to hear directly from the petitioners of their concerns and suggestions.

### **Alternative options considered / risk management**

These can be discussed in greater detail with petitioners

### **Comments of Policy Overview Committee(s)**

None at this stage

### **Supporting Information**

1. A petition with 29 signatures from local residents concerning speeding issues in Coronation Road has been submitted to the Council under the following heading *“Please see attached names and signatures of Coronation Road residents who are all petitioners that road humps should be built to protect people and pets from speeding drivers.”*
2. Coronation Road is a residential road with off-street parking and a formal footway parking scheme. Cranford Park Primary School is located on Phelps Way which is a side road of Coronation Road, as shown in the location plan attached as Appendix A. There is an existing road narrowing on Coronation Road approximately 70 metres southeast of its junction with Phelps Way. North-westbound and south-eastbound ‘Hail & Ride’ bus stops serving Route Number E6 are located on Coronation Road.
3. The petition includes a completed road safety programme suggestion form and a covering letter which raises concerns with vehicles using Roseville Road, Coronation Road and Crowland Avenue as a short cut during peak hours to avoid traffic queues on the A312. The petition organiser states that residents have lost pets due to buses and cars travelling too fast. The letter also raises concerns regarding the safety of children and parents who use Coronation Road when travelling to and from Cranford Park Primary School.
4. Analysis of the police reported personal injury accident data records for the three year period ending March 2011 shows that there has been one accident on Coronation Road involving a passenger falling over on a bus travelling northwest bound. There was also an accident at the junction of Carfax Road and Coronation Road involving a vehicle turning right out of Carfax Road which collided with a vehicle travelling southeast bound on Coronation Road.
5. Although the Council does not install traditional round-topped road humps as would appear to have been requested, it is suggested that the Cabinet Member meets with the petitioners to discuss in greater detail their concerns with speeding traffic and endeavour to determine options that officers could investigate in detail as part of the Road Safety Programme that may then have the support of residents, the emergency services and bus operators.

6. The Cabinet Member will also be aware that officers often liaise with the Safer Neighbourhood Teams (Metropolitan Police Service) where concerns over speeding vehicles have been raised. It is therefore suggested that input be sought from the Safer Neighbourhood Team responsible for the Pinkwell Ward to seek their input on possible options.

### **Financial Implications**

There are none associated with the recommendations to this report. The investigation of feasible measures can be carried out with in-house resources. However, if measures are introduced in Coronation Road, a budget will need to be identified.

### **EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES**

#### **What will be the effect of the recommendation?**

It will allow further consideration of the petitioners' concerns.

#### **Consultation Carried Out or Required**

Consultation with local residents would be carried out if suitable measures could be identified to address the petitioners' concerns.

#### **Legal**

At this stage there are no special legal implications arising from the recommendations contained in this report.

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 the discussions with the petitioners, 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.

In all cases the decision maker should bear in mind Section 122 of the Road Traffic Regulation Act 1984 which means that the Council as traffic authority has a statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic.

If a decision is made at a later stage to consider the installation of VAS programme as per recommendation (4) above, regard should be had to the statutory provisions for both consultation and installation as well as Regulation 58 of the Traffic Signs Regulations & General Directions 2002 (TSRGD) which prescribes signage that may be used as VAS. Signs must be installed in accordance with the TSRGD and regard should be had to the associated Traffic Guidance Manual and Department for Transport Traffic Advisory Leaflet 1/03 'Vehicle Activated Signs'.

### **BACKGROUND PAPERS**

Petition requesting traffic calming measures on Coronation Road, received 6<sup>th</sup> April 2011.

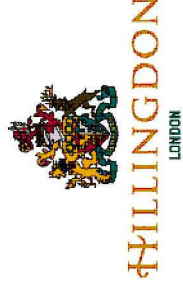
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Cabinet Member meeting with Petitioners – 25 January 2012

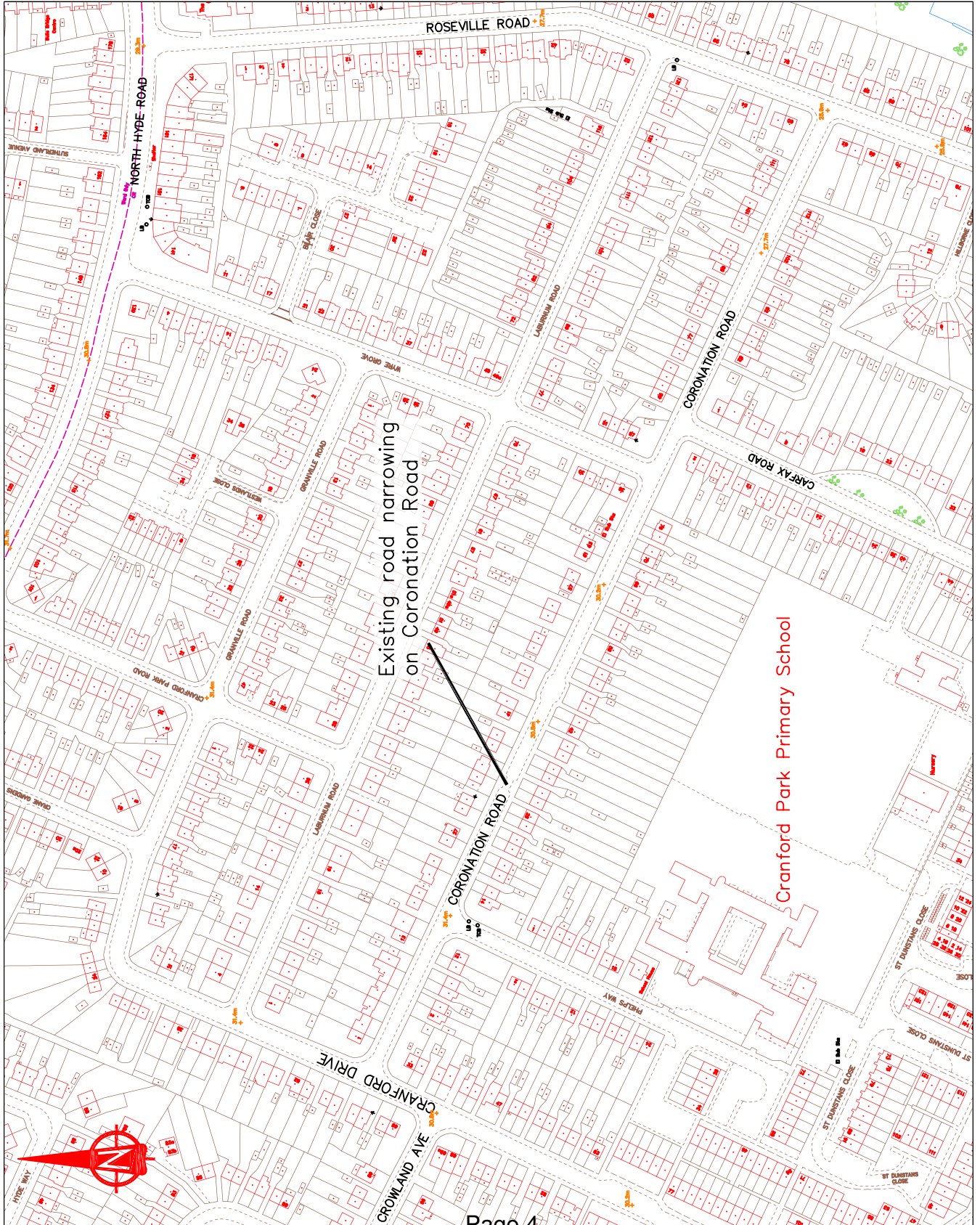
Part 1 - Members, Public and Press

Notes:

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Project		Coronation Road, Hayes	
Description Location Plan			
Scale	Drawn	Checked	Initials/Date
NTS	CF	06/2011	
Project No.	Drawing No.		Rev.





## PARK LANE, HAYES – PETITION OBJECTING TO PROPOSED WAITING RESTRICTIONS

<b>Cabinet Member</b>	Cllr Keith Burrows
<b>Cabinet Portfolio</b>	Planning, Transportation & Recycling
<b>Officer Contact</b>	Caroline Haywood Planning, Environment, Education and Community Services
<b>Papers with report</b>	Appendices A & B

### HEADLINE INFORMATION

<b>Purpose of report</b>	To inform the Cabinet Member of a petition received objecting to proposed waiting restrictions in Park Lane, Hayes. This must be considered by the Cabinet Member before a final decision can be made on the proposal.
<b>Contribution to our plans and strategies</b>	The petition will be considered along with all other representations from the consultation in accordance with the Council's strategy for road safety initiatives
<b>Financial Cost</b>	There are none associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents' & Environmental Services
<b>Ward(s) affected</b>	Charville

### RECOMMENDATION

That the Cabinet Member:

1. Meets and discusses with petitioners their concerns with the proposed waiting restrictions for Park Lane.
2. Asks officers to take the petition into account including relevant points raised by the petitioners at the petition evening together with all other representations from the public in the forthcoming report on the consultation results for the waiting restrictions.

## **INFORMATION**

### **Reasons for recommendation**

The Council has given public notice of the proposals for waiting restrictions in Park Lane, Hayes. It is a requirement that all objections must be considered by the Council before making a final decision on proposals. The petitioners' objections should be considered along with all other representations submitted to the Council before the Council makes a final decision.

### **Alternative options considered / risk management**

None at this stage, as the Cabinet Member when considering the report outlining all other objections can decide to either approve the scheme or modify it or take no further action.

### **Comments of Policy Overview Committee(s)**

None at this stage.

### **Supporting Information**

1. A petition with 54 signatures has been submitted to the Council under the following heading "we the residents of Park Lane, Hayes object to the notice the Hillingdon (waiting and loading restrictions) (consolidation) (amendment no) order 2011 Park Lane, Hayes reference 4W/06/CH/08/06/11 regarding the extension of yellow lines between junction of Park Lane and Westacott".
2. Park Lane is a residential road and is used as a secondary route to Hayes Park School and Kingshill Avenue shops. The primary route servicing the school is Lansbury Drive. There is a side entrance in Park Lane leading into Hayes Park which has five businesses on site. Though this entrance is not used by lorries, it is a vehicle access for cars and bicycles. A plan of the area is shown on Appendix A.
3. Park Lane is a wide road with vehicles allowed to park with two wheels on the footway without affecting two-way traffic. The footway parking starts 15 metres from the junction with Westacott. There are existing 'At any time' waiting restrictions (double yellow lines) for ten metres on each arm of this junction. On this junction there are also mature trees located on both sides of the junction outside No 12 and No 14 Park Lane between the waiting restrictions and the start of the footway parking (see Appendix B for details). The road is heavily parked throughout the day even though a high number of properties have off street parking.
4. A request was received from a resident of Westacott through the Council's road safety suggestion programme asking for the existing yellow lines to be extended to remove vehicular parking to improve sightlines.
5. Council officers visited the site and parking was observed taking place on the main carriageway between the waiting restrictions and the start of the footway parking on both sides of the junction. The vehicles parked in this way were restricting visibility for vehicles exiting Westacott, increasing the risk of accidents. Visibility of southbound vehicles in particular was observed to be a problem, as the location of the nearby tree combined with the parked vehicles consequently reduced sight lines forcing vehicles to enter fully into the road before being able to see oncoming vehicles.

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Cabinet Member meeting with Petitioners – 25 January 2012

6. Consequently, it was proposed to extend the existing 'at any time' waiting restrictions on Park Lane to the start of the footway parking exemption to improve road safety and visibility. The restrictions would remove two kerbside parking spaces. The proposed restrictions are shown on the plan attached as Appendix B of the report.

7. The proposals were subjected to the usual statutory consultation procedures. Notice of intent was advertised on 8<sup>th</sup> June 2011 with a consultation period of 21 days. During the public consultation period, one objection letter and a further objection letter together with a petition of 54 signatures was received. Only two of the signatures were from Westacott and the rest were from Park Lane.

8. The objection letter states that a neighbour parks outside their house and this neighbour would have to pave over their own front garden if the restrictions go in.

9. In the letter accompanying the petition, the grounds for objection to the scheme were stated generally that parking controls would take away parking for residents outside their properties, increase traffic flow and were considered to be a waste of money.

10. The letter states:

*'The extension of the yellow line between Park Lane and Westacott will not improve the 'eye lines' for drivers exiting Westacott onto Park Lane.....Where the proposed lines are to stop, vehicles are then permitted to park on roadside still obstructing the "eye lines" view This would mean that all vehicles parked on Park Lane all the way up and down the road would have to disappear to enable the "eye lines" to achieve a clear view.....Why has this corner been singled out when there are more important corners that should have this order without a question.'*

The petitioners say Park Road suffers problems with school buses allegedly being parked there over night, with the drivers parking their cars in Park Road and driving the school buses away. Some vehicles are reported as being parked here all day creating further problems for traffic flow. It was suggested that the existing restrictions should not have been installed originally as it was claimed that there was no history of any problems.

11. The petition says it is sometimes difficult to park outside the residents' own homes. By increasing the yellow lines, more cars will be unable to park outside their own property. *'The heavy flow of traffic from Park Road into Park Lane is the issue here not the yellow line extension.'*

12. The petition states *' there is overwhelming resentment by the residents of Park Lane that this amendment is not the real issue here and they are being victimised for parking their car outside their own houses and therefore the residents of Park Lane should not be penalised by taking away what is already short parking space on Park Lane.'*

13. The Cabinet Member will nevertheless be aware that the Highway Code 2007 says that drivers "should not stop or park opposite or within 10 metres or 32ft of a junction except in an authorised parking space" and therefore residents should appreciate that parking should not in any case take place at the limited area covered by the proposed yellow lines, which would only serve to reinforce the requirements of the Highway Code.

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Cabinet Member meeting with Petitioners – 25 January 2012

14. It is intended to submit a report to the Cabinet Member detailing all the representations received and it is recommended therefore that the Cabinet Member listens to the petitioners concerns and asks officers to take these into account when completing the report.

### **Financial Implications**

There are no cost implications with this report.

### **EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES**

#### **What will be the effect of the recommendation?**

To allow the concerns of petitioners to be taken into account with all other representations that have been made to the Council regarding the proposed extension to the waiting restrictions.

#### **Consultation Carried Out or Required**

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

### **CORPORATE IMPLICATIONS**

#### **Legal**

In relation to recommendations 1 and 2, at this stage there are no special legal implications for the proposed actions outlined above. However, should there be a decision that formal parking and traffic controls are to be considered, then the relevant statutory provisions will have to be identified and followed.

In all cases, there must be 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**

- Traffic order advertised: 8<sup>th</sup> June 2011
- Objection letter received: 24<sup>th</sup> June 2011
- Objection petition with letter received: 29th June 2011

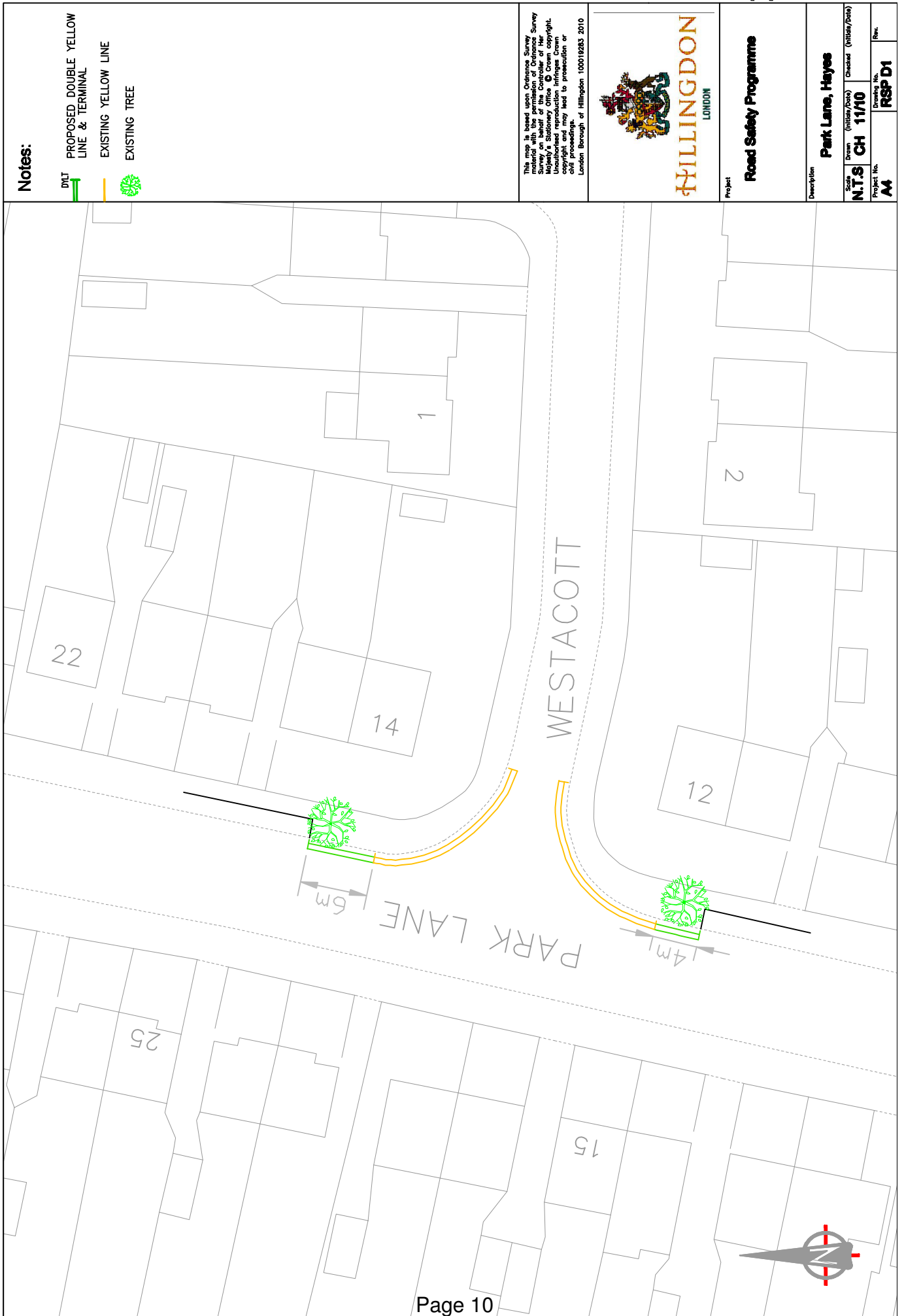


Area plan





Date July 2011

Scale 1,5000





**Notes:**

-  DMT
-  PROPOSED DOUBLE YELLOW LINE & TERMINAL
-  EXISTING YELLOW LINE
-  EXISTING TREE

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London Borough of Hillingdon 100019283 2010



Project		<b>Road Safety Programme</b>	
Description			
<b>Park Lane, Hayes</b>			
Scale	Drawn (initial/date)	Checked (initial/date)	Rev.
N.T.S	CH 11/10		
Project No.	Drawn No.	Rev.	
A4	RSP D1		

## ST MARY'S ROAD, HAYES – PETITION REQUESTING A ONE-WAY WORKING

<b>Cabinet Member</b>	Councillor Keith Burrows
<b>Cabinet Portfolio</b>	Planning, Transportation and Recycling
<b>Officer Contact</b>	Catherine Freeman Planning, Environment, Education and Community Services
<b>Papers with report</b>	Appendix A

### HEADLINE INFORMATION

<b>Purpose of report</b>	To inform the Cabinet Member that a petition has been received from local residents requesting a one-way working in St Mary's Road, Hayes.
<b>Contribution to our plans and strategies</b>	The request can be considered as part of the Council's strategy for road safety.
<b>Financial Cost</b>	There are no financial implications to this report.
<b>Relevant Policy Overview Committee</b>	Residents' & Environmental Services
<b>Ward(s) affected</b>	Townfield Ward

### RECOMMENDATION

**That the Cabinet Member:**

- 1. Meets with the petitioners to discuss in greater detail their request for a one-way working on St Mary's Road.**
- 2. Subject to (1) asks officers to place this request on the Council's Road Safety Programme for subsequent investigation and the development of possible options when resources permit.**

### INFORMATION

#### Reasons for recommendation

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

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Cabinet Member meeting with Petitioners – 25 January 2012

Part 1 - Members, Public and Press

## **Alternative options considered / risk management**

These can be discussed in greater detail with petitioners.

## **Comments of Policy Overview Committee(s)**

None at this stage.

## **Supporting Information**

1. A petition with 497 signatures from local residents has been submitted to the Council under the following heading *"We the undersigned wish to propose the change of road usage to make St Mary's Road one-way"*.
2. St Mary's Road is mainly a residential road with off-street parking as well as an existing footway parking scheme on both sides of the road. A location plan is shown in Appendix A to this report. Dr Triplett's Church of England Primary School is situated in Hemmen Lane, opposite the junction of Hemmen Lane and St Mary's Road and is clearly a significant source of peak time traffic that uses Church Road on Mondays to Fridays during term time.
3. The petitioners are requesting a one-way working on St Mary's Road as they state that its junction with Hemmen Lane gets very congested and a number of near misses and minor collisions have been witnessed by local residents. Residents have also expressed concerns with road safety on the bend on St Mary's Road at its junction with St Mary's Walk stating that vehicles turning into St Mary's Road from Church Road are forced to take the bend on the wrong side of the road even at slow speeds.
4. The petition includes a plan indicating the direction of the requested one-way working on St Mary's Road. The petitioners are requesting St Mary's Road to be made one-way southbound and westbound between the junctions with Hemmen Lane and Church Road, as shown in Appendix A to this report.
5. Analysis of the police reported personal injury accident data records for the three year period ending August 2011 shows that there has been one accident with slight injury involving a pedestrian stepping out into the side of a westbound vehicle on St Mary's Road at its junction with St Mary's Walk.
6. In response to earlier suggestions received from residents via the Council's Road Safety Programme, measures have been implemented to improve road safety at the junction of St Mary's Road and St Mary's Walk including the installation of 'at any time' waiting restrictions and 'SLOW' markings.
7. There is an existing short section of one-way working on Hemmen Lane which prohibits vehicles from turning out of Hemmen Lane into Church Road. In 2009, the Council completed traffic calming improvements and the introduction of a 20mph zone on Church Road. Recently the Council has also completed the installation of a traffic calming scheme and 20mph zone on Hemmen Lane in response to a petition request from Dr Triplett's Primary School.
8. The Cabinet Member will be aware of the issues that a one-way system can create, which are factors that the petitioners may wish to consider in the context of their request. These include the likelihood that traffic speeds in a one-way system may increase, possibly raising the

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Cabinet Member meeting with Petitioners – 25 January 2012



potential for road accidents. There will also be the need to ensure that all residents in connecting roads, such as Hemmen Lane, Kerstin Close, St Mary's Crescent and St Mary's Walk (as well as other roads where the residents may rely on St Mary's Road for access) are equally supportive.

9. It is suggested that the Cabinet Member meets with the petitioners to discuss in greater detail their request for a one-way working on St Mary's Road and, subject to the outcome of these discussions, adds the request to the Council's Road Safety Programme for the subsequent investigation and development of possible options to address petitioners' concerns.

### **Financial Implications**

There are none associated with the recommendations to this report. The investigation of feasible measures can be carried out with in-house resources. However, if measures are introduced in St Mary's Road, a budget will need to be identified.

### **EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES**

#### **What will be the effect of the recommendation?**

It will allow further consideration of the petitioners' concerns.

#### **Consultation Carried Out or Required**

Consultation with local residents would be carried out if suitable measures could be identified to address the petitioners' concerns.

### **CORPORATE IMPLICATIONS**

#### **Legal**

In relation to recommendation 1 and 2, at this stage there are no special legal implications for the proposed actions outlined above. However, should there be a decision that a one way system in St Mary's Road, Hayes or such other formal parking and traffic controls are to be considered, then the relevant statutory provisions will have to be identified and followed.

In all cases, there must be 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 requesting a one-way working on St Mary's Road, received 18<sup>th</sup> July 2011.

**KEY**

Requested direction of one-way working



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**HILLINGDON**  
LONDON

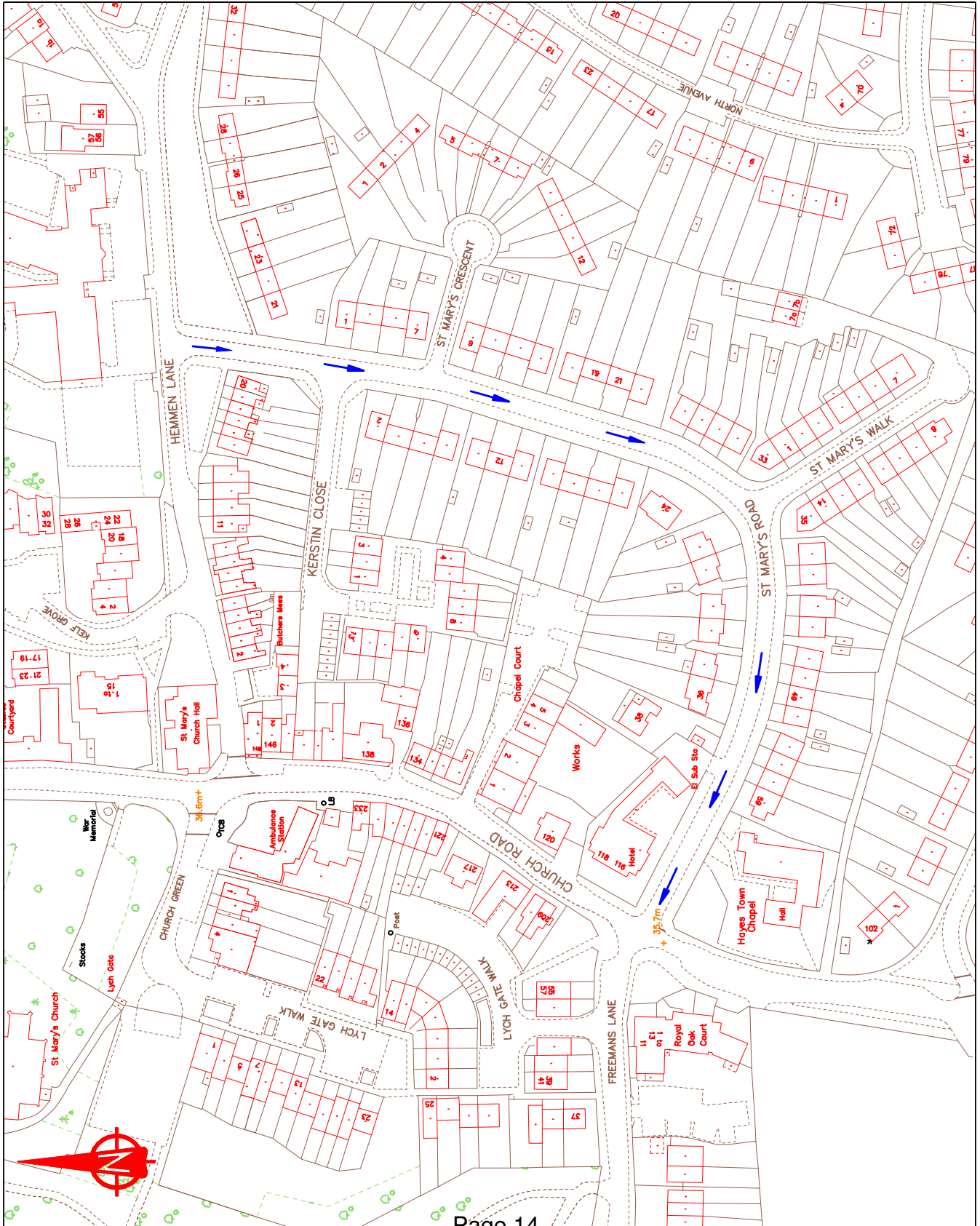
Project

**St Mary's Road, Hayes**

Description

**Location plan**

Scale	Drawn (Initials/Date)	Checked (Initials/Date)
NTS	CF 11/2011	
Project No.	Drawing No.	
		Rev.



## HARVIL ROAD, ICKENHAM – PETITION REQUESTING TRAFFIC CALMING MEASURES

**Cabinet Member**

Councillor Keith Burrows

**Cabinet Portfolio**

Planning, Transportation and Recycling

**Officer Contact**

Catherine Freeman  
Planning, Environment, Education and Community Services

**Papers with report**

Appendix A

### HEADLINE INFORMATION

**Purpose of report**

To inform the Cabinet Member that a petition has been received from local residents requesting traffic calming measures in Harvil Road, Ickenham

**Contribution to our plans and strategies**

The request can be considered as part of the Council's strategy for road safety

**Financial Cost**

There are no financial implications to this report

**Relevant Policy Overview Committee**

Residents' & Environmental Services

**Ward(s) affected**

Ickenham Ward

### RECOMMENDATION

**That the Cabinet Member:**

1. **Meets with the petitioners to discuss in greater detail their concerns with speeding traffic on Harvil Road.**
2. **Subject to (1) asks officers to place this request on the Council's Road Safety Programme for subsequent investigation and the development of possible options when resources permit.**
3. **Subject to (1) instructs officers to investigate the feasibility of adding Harvil Road to future Phases of the Vehicle Activated Signs Programme.**
4. **Subject to (1) instructs officers to arrange a 24 hour / 7 day speed survey on Harvil Road at a location agreed with the petitioners and to report back to the Cabinet Member.**

## **INFORMATION**

### **Reasons for recommendation**

The petition hearing will provide an extremely valuable opportunity to hear directly from the petitioners of their concerns and suggestions.

### **Alternative options considered / risk management**

These can be discussed in greater detail with petitioners

### **Comments of Policy Overview Committee(s)**

None at this stage

### **Supporting Information**

1. The Council has received a petition of 20 signatures from local residents requesting traffic calming measures on Harvil Road, Ickenham.
2. Harvil Road has a speed limit of 30mph between its junction with Swakeleys Road and a point 110 metres north of its junction with The Drive. There are 20 residential properties situated in this section of road, and the location is shown in Appendix A to this report. Beyond this the speed limit changes to 50mph on the middle section of Harvil Road which is also shown in Appendix A. The U9 Bus Route which runs between Uxbridge Station and Harefield Hospital serves Harvil Road.
3. In a covering letter submitted with the petition residents raised concerns that the majority of vehicles, many of which are heavy goods vehicles, exceed the 30mph speed limit on the southern section of Harvil Road. The speed of vehicles is causing difficulties for residents entering and exiting their driveways which are directly onto Harvil Road. In addition, there are concerns that vibrations caused by excessive speeds may cause structural damage to the residential properties. To help reduce vehicle speeds, the petitioners have requested the installation of either a speed camera or "ramps" on the southern section of Harvil Road.
4. Analysis of the police reported personal injury accident data records for the three year period ending May 2011 shows that there have been four accidents on Harvil Road between its junction with Swakeleys Road and the point north of The Drive where the speed limit changes. Two of the accidents resulted in slight injuries following a vehicle colliding with the rear of a stationary vehicle on Harvil Road in the vicinity of Highfield Drive. Another accident with slight injury involved a northbound motorcyclist who braked to avoid a reversing car and then fell off their motorcycle. One accident with serious injury involved a vehicle turning left out of Highfield Drive which collided with a vehicle travelling northbound on Harvil Road.
5. In response to earlier suggestions received from residents via the Council's Road Safety Programme, improvements have been made to the southbound 30mph speed limit signage on Harvil Road, north of its junction with The Drive. In August 2008, the Cabinet Member approved the installation of a 30mph roundel with red surfacing on this section of carriageway. Additionally at a meeting with the local Safer Neighbourhoods Team that took place in July of this year, a local ward member for the Ickenham Ward raised the issue of vehicle speeds in Harvil Road with the Police.

6. The Cabinet Member will be aware that with regards to the petitioners' request for the installation of a speed camera on Harvil Road, these are not managed by the Council but are the responsibility of the London Safety Camera Partnership (LSCP). The installation of fixed speed cameras will only be considered by the LSCP at sites with a history of fatal and serious injury caused by speed.

7. It is suggested that the Cabinet Member meets with the petitioners to discuss in greater detail their concerns with speeding traffic and endeavour to determine options that officers could investigate in detail as part of the Road Safety Programme that may then have the support of residents, the emergency services and bus operators. Such road humps can also be a source of noise and vibration of the type which petitioners have already raised as a concern, even without such measures being added.

8. The Cabinet Member will be aware that the Council does not introduce traditional round-top road humps because of the level of objection from both the emergency services, whose response times can be seriously affected by such features, as well as bus operators.

9. The Council sometimes considers the installation of speed tables at appropriate locations such as pedestrian crossing points, to help reduce vehicle speeds in residential roads. A speed table is a long raised platform with ramps at either end and a flat section in the middle. However, speed tables may not be a satisfactory option for Harvil Road because of the vibration and noise that would be generated by regular heavy goods vehicles travelling over these features, a view that is supported by a local Ward Councillor. However, all options will be investigated once the Cabinet Member has heard from petitioners.

10. The Council has invested in a number of Vehicle Activated Signs (VAS), which flash a warning sign to motorists exceeding the speed limit. These signs have been found to be effective if they are installed at key sites, left in place for three months and then moved to another site. It is suggested that officers investigate the feasibility of adding Harvil Road to future phases of the VAS Programme. It is therefore suggested that petitioners' views on the possible location for such signs be investigated.

## **Financial Implications**

There are none associated with the recommendations to this report. The investigation of feasible measures can be carried out with in-house resources. However, if measures are introduced in Harvil Road, a budget will need to be identified.

## **EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES**

### **What will be the effect of the recommendation?**

It will allow further consideration of the petitioners' concerns.

### **Consultation Carried Out or Required**

Consultation with local residents would be carried out if suitable measures could be identified to address the petitioners' concerns.

## **CORPORATE IMPLICATIONS**

### **Legal**

A meeting with the petitioners is a legitimate part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage which is clearly the case as set out in the report.

There must be a full consideration of all representations arising in this matter and the decision maker must be satisfied that responses from the public are conscientiously taken into account.

Section 122 of the Road Traffic Regulations Act 1984 means that the Council must balance the concerns of the petitioners with its statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians).

Matters to be taken into account include:

- the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
- any other matters appearing to the local authority to be relevant.

If, following any meeting with the petitioners, the Cabinet Member finds that measures should be taken the relevant consultation and order making statutory procedures will have to be considered.

### **Corporate Property & Construction**

The Head of Corporate Property & Construction is in support of the recommendations in this report.

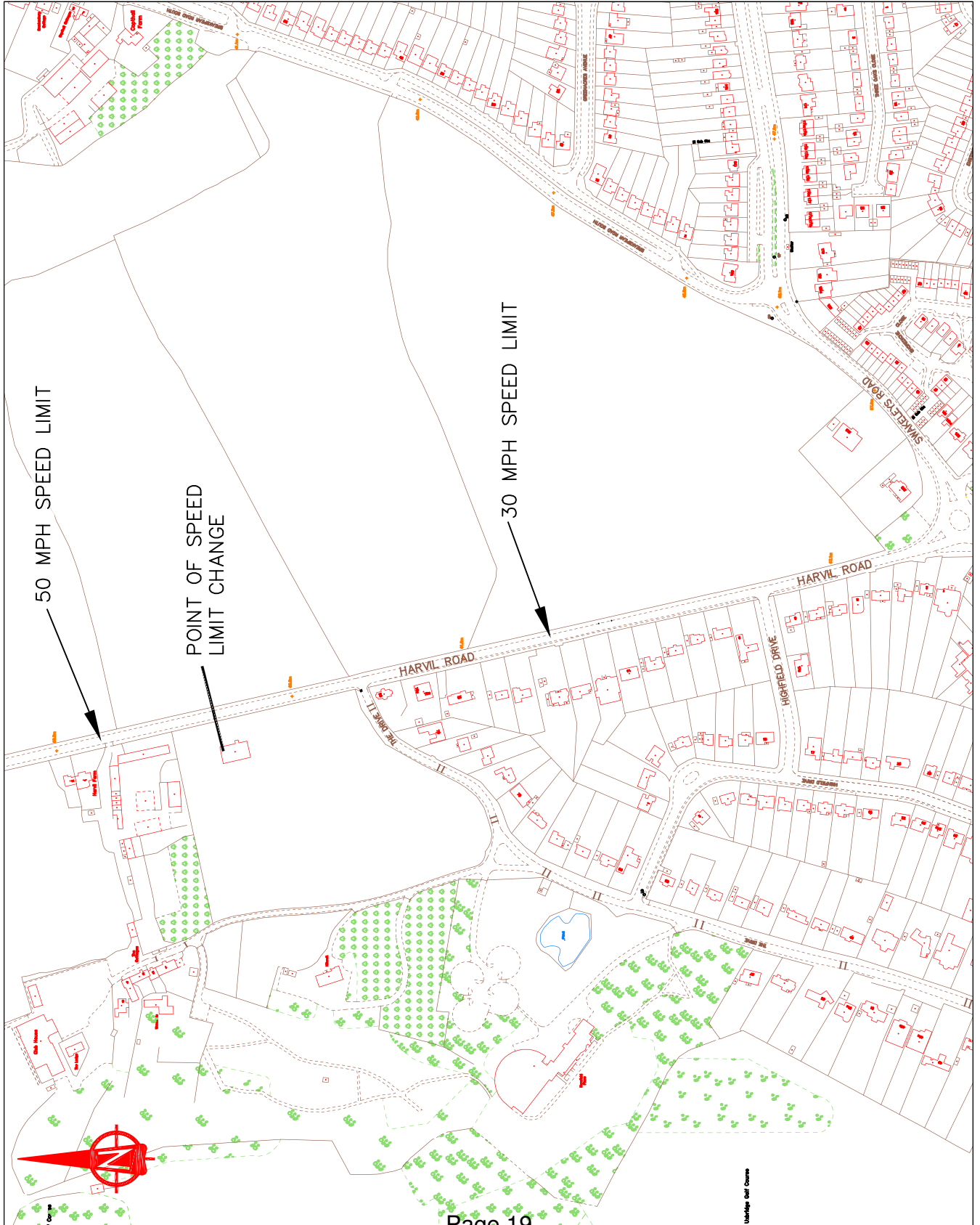
## **BACKGROUND PAPERS**

Petition requesting traffic calming measures on Harvil Road, Ickenham, received 19<sup>th</sup> July 2011.

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Project		Harvil Road, Ickenham	
Description			
Location plan			
Scale	Drawn	Checked	(Initials/Date)
NTS	CF	09/2011	
Project No.	Drawing No.		Rev.



Unleash Self Defence

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## BUSHEY CLOSE, ICKENHAM – CONDITION OF CARRIAGEWAY SURFACE

<b>Cabinet Member</b>	Councillor Keith Burrows
<b>Cabinet Portfolio</b>	Cabinet Member for Planning, Transportation & Recycling
<b>Officer Contact</b>	Gurmeet Matharu
<b>Papers with report</b>	Appendices A and B

### HEADLINE INFORMATION

<b>Purpose of report</b>	To inform the Cabinet Member that a petition signed by 75 residents of Bushey Close, Ickenham has been received.
<b>Contribution to our plans and strategies</b>	A safe Borough, a clean and attractive Borough.
<b>Financial Cost</b>	There are none at present associated with this report.
<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services
<b>Ward(s) affected</b>	Ickenham Ward

### **RECOMMENDATION(S)**

**That the Cabinet Member for Planning, Transportation and Recycling:**

- 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 Bushey Close on to the list for roads being considered for treatment in a future resurfacing programme.**

### **INFORMATION**

#### **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

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“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.

### **Alternative options considered / Risk Management**

Further patching works: This option has been discounted given the level of deterioration and as it does not offer the most economic solution. 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 a possible consequential 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 watertight surface.

### **Policy Overview Committee comments**

None at this stage

### **Supporting Information**

1. The petition states that local residents from and around Bushey Close would like the road to be fully resurfaced.
2. Bushey Close is a residential cul-de-sac, approximately 79 metres in length and 5.2 metres in width, coming off Bushey Road. The carriageway is of a composite construction consisting of a rigid (concrete) base, with an overlay of bituminous (bitmac) 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.
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 2010, Bushey Close 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.
4. 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 £6,500.

## **Financial Implications**

The estimated cost of the resurfacing works is £6,500. 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 Structural or the Highways Revenue Programme 2012/13. 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 Bushey Close 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.

### **Legal**

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 requesting resurfacing of carriageway in Bushey Close, received 11<sup>th</sup> October 2011.

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**APPENDIX 'A' – LOCATION PLAN**

**Bushey Close, Ickenham**



Map Notes

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**APPENDIX 'B' – PHOTOGRAPHS OF EXISTING CARRIAGEWAY SURFACE**



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Cabinet Member meeting with Petitioners – 25 January 2012

Part 1 - Members, Public and Press

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