



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

Date: WEDNESDAY, 23 MAY 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

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.

**This agenda and associated
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information.**

Published: Tuesday, 15 May 2012

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Lloyd White
Head of Democratic Services
London Borough of Hillingdon,
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www.hillingdon.gov.uk



INVESTOR IN PEOPLE

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Agenda

- 1 To confirm that the business of the meeting will take place in public.
- 2 To consider the reports 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	7.00pm	Cordingley Road, Ruislip - Petition Requesting Footway Parking to be Permitted	West Ruislip	1 - 6
4	7.00pm	Station Road, West Drayton - Petition Requesting To Keep Existing Parking Spaces on Station Road, West Drayton	West Drayton	7-16
5	7.30pm	Mahlon Avenue, South Ruislip - Petition Requesting the removal of the gate in Mahlon Avenue	South Ruislip	17-22
6	7.30pm	Mahlon Avenue, South Ruislip - Petition Requesting the retention of the gate at Mahlon Avenue	South Ruislip	23-28
7	8.00pm	Woodridge Way, Northwood - Petition Requesting Traffic Calming Measures along Sandy Lodge Way	Northwood	29-34

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CORDINGLEY ROAD, RUISLIP – PETITION REQUESTING FOOTWAY PARKING TO BE PERMITTED	ITEM 3
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Cabinet Member	Councillor Keith Burrows
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Cabinet Portfolio	Cabinet Member for Planning, Transportation and Recycling
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Officer Contact	Kevin Urquhart Planning, Environment, Education and Community Services
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Papers with report	Appendix A
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HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that a petition has been received from residents of Cordingley Road asking for the permit holder parking places to be relocated partially on the footway
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Contribution to our plans and strategies	The residents' request will be considered as part of the Council's strategy for on-street parking.
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Financial Cost	There are none associated with the recommendation to this report.
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Relevant Policy Overview Committee	Residents' and Environmental Services
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Ward(s) affected	West Ruislip
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RECOMMENDATION

That the Cabinet Member:

- 1. Meets and discusses with petitioners their concerns with parking in Cordingley Road.**
- 2. Explains to petitioners that the road does not meet the Council's criteria for footway parking schemes as the footways are too narrow.**
- 3. Subject to the outcome of 1 above, asks officers explore options to provide clearer access for HGVs and develop further proposals in liaison with local Ward Councillors and the emergency services.**

INFORMATION

Reasons for recommendation

To allow the Cabinet Member to discuss with petitioners their concerns and, if considered appropriate asks officers to seek the views of the emergency services and local Ward Councillors for the possible removal of some of the parking bays in Cordingley Road to ensure that there is clear access through the road.

Alternative options considered / Risk Management

None, as the road does not meet the Council's criteria for footway parking schemes.

Policy Overview Committee comments

None at this stage

Supporting Information

1. A petition with 20 signatures signed by some of the residents of Cordingley Road has been submitted to the council under the following heading:

"These neighbours would like to see white lines slightly on our pavement to avoid damage to their vehicles."

2. Cordingley Road forms part of the West Ruislip Parking Management Scheme which was introduced in September 2010. This scheme was developed through consultations with residents and before the scheme was implemented all comments received at each stage of consultation were reported to the Cabinet Member for consideration. In September 2011 the Council conducted an operational review of the West Ruislip Parking Management Scheme and the majority of residents of Cordingley Road who responded felt that the scheme was working well. Attached as Appendix A is a plan indicating the extent of the parking scheme in Cordingley Road.

3. This petition has been signed by 18 households of Cordingley Road which represents 46% of the total number of households in the road.

4. Cordingley Road has an approximate carriageway width of 6.8 metres with 1.8 metres wide parking bays on both sides of the road leaving 3.2 metres of free space for vehicles to pass in-between. The widths of the footpaths on Cordingley Road vary between 1.4 and 1.7 metres with the widest section in the northwestern most section of the road. For the Council to consider footway parking at least 1.5 metres of unobstructed footpath must remain for pedestrians to pass. The Cabinet Member will be aware that the Council has a duty to maintain access as far as practicable for people in wheelchairs, parents or guardians with pushchairs and these govern reasonable minimum spaces for pedestrian access. Regrettably, therefore it is not possible to consider footway parking in Cordingley Road as the road does not meet the Council's criteria for footway parking.

5. As residents have raised concerns about the width available for vehicles to pass it would be possible to remove some of the parking bays along the road to provide clearer access.

PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with Petitioners – 23 May 2012

However, it is unlikely that these proposals will be supported as residents who have very little access to any off-street parking facilities. The current scheme although providing the very minimal road width for vehicles to pass, maximises the space available for parking.

Financial Implications

There are none associated with the recommendation to this report.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member to consider the petitioners' request and available options the Council have to address these concerns.

Consultation Carried Out or Required

Residents were formally consulted in February and July 2010 with plans indicating the proposed layout of the Parking Management Scheme in their road. All comments received to these consultations were reported to the Cabinet Member for consideration.

CORPORATE IMPLICATIONS

Legal

There are no special legal implications for the proposal, which amounts to an informal consultation. A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy and factual 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.

Accordingly, the Council must balance the concerns of the objectors with its statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

Should the outcome of the informal discussions with petitioners require that Officers include the Petitioners' request in a subsequent review of possible options under the Council's Road Safety Programme and a consultation be carried out when resources permit there will need to be consideration of the Road Traffic Regulation Act 1984, the Traffic Signs Regulations and General Directions 2002, which govern road traffic orders, traffic signs and road markings. If specific advice is required in relation to the exercise of individual powers Legal Services should be instructed.

Corporate Property and Construction

Corporate Property and Construction is in support of the recommendations in this report.

Relevant Service Groups

PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with Petitioners – 23 May 2012

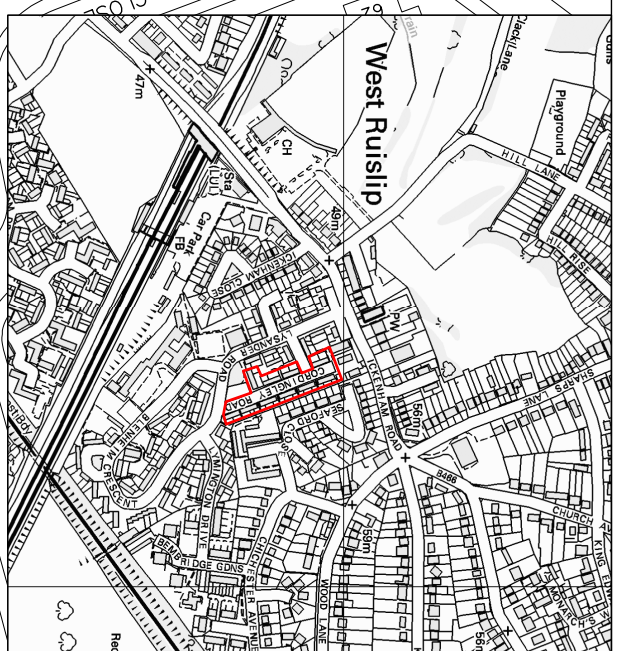
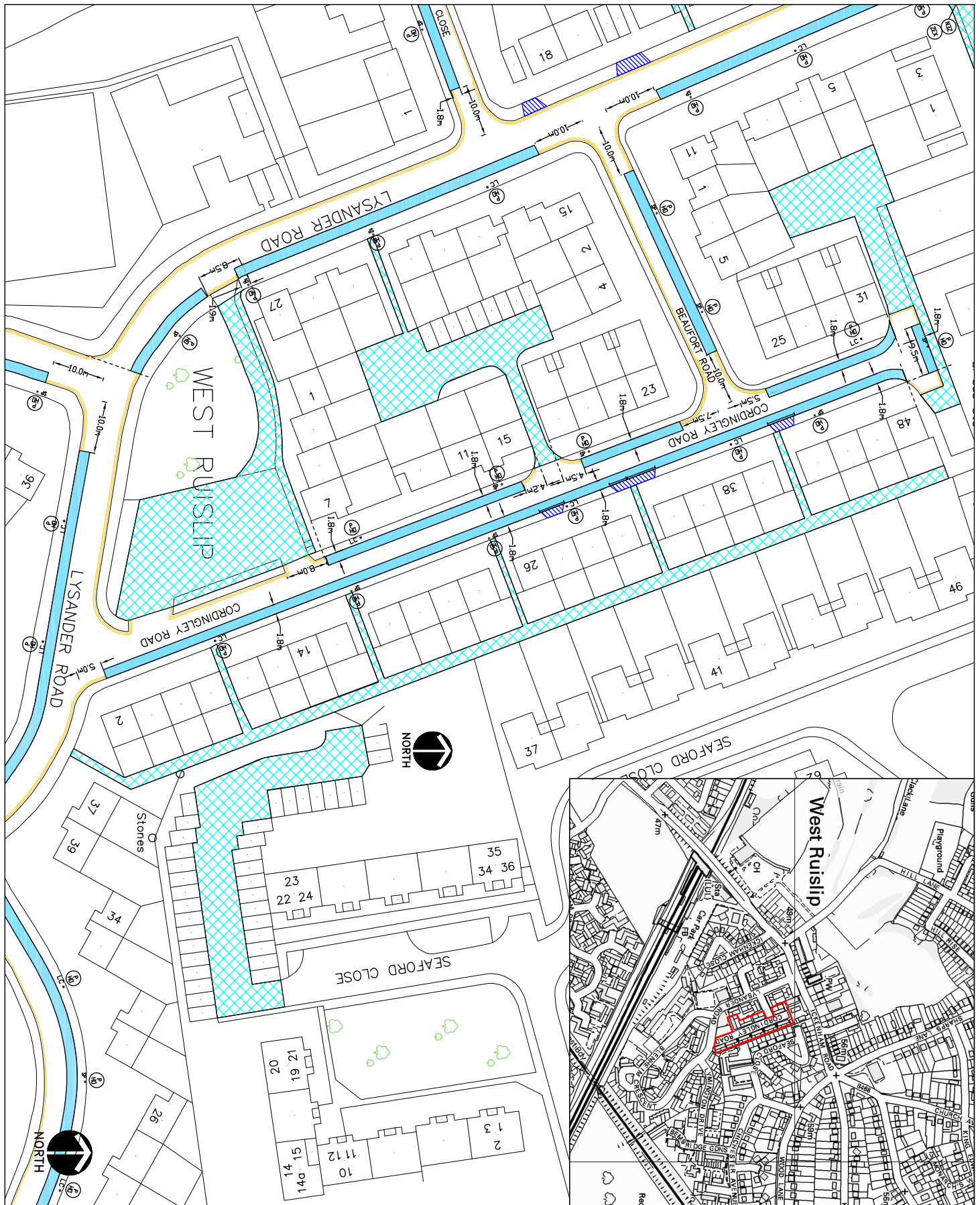
None at this stage.

BACKGROUND PAPERS

Petition received 17th October 2011

PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with Petitioners – 23 May 2012



- KEY**
- EXISTING YELLOW LINE
 - NEW SINGLE YELLOW LINE & TERMINAL
 - NEW DOUBLE YELLOW LINE & TERMINAL
 - PERMIT HOLDER ONLY BAY
 - PERMIT HOLDER ONLY SIGN
 - CROSSOVER
 - PERMIT HOLDER ONLY SIGN
 - ZONE ENTRY SIGN
 - ZONE EXIT SIGN

PARKING PLACES ARE DISTANT 10M FROM CORNERS UNLESS OTHERWISE STATED

PARKING BAYS ARE 2m WIDE UNLESS NOTED

EXTENT OF PRIVATE ROADS

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HILLINGDON
LONDON

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Project
Cordingley Road,
West Ruislip

Current Layout

Scale	NTS	Designed	KU	Drawn	KU	Date	07/03/12
Project No.		Drawing No.		Rev.			

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PETITION REQUESTING TO KEEP EXISTING PARKING SPACES ON STATION ROAD, WEST DRAYTON

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation and Recycling
Officer Contact(s)	Aram Cheraghi, Planning, Environment, Education and Community Services
Papers with report	Appendix A; Proposed Parking Arrangement Appendix B; Existing Parking Arrangement

1. HEADLINE INFORMATION

Summary	This report advises the Cabinet Member that a petition has been received from local traders and residents requesting to keep three existing pay and display parking spaces on Station Road, West Drayton
Contribution to our plans and strategies	<ul style="list-style-type: none">• Transport Strategy• Community Plan• Local Implementation Plan
Financial Cost	The Scheme is fully funded by Transport for London
Relevant Policy Overview Committee	Residents' and Environmental Services
Ward(s) affected	West Drayton

2. RECOMMENDATIONS

That the Cabinet Member:

1. Notes the petitions requests and meets with petitioners to discuss in greater detail the concerns they have.
2. Subject to (1), instructs officers to take account of these views when finalising the detail of any subsequent changes to the parking arrangements and prior to any future review that the Cabinet Member may wish to consider.

PART I – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with Petitioners – 23 May 2012

Reasons for recommendation

The petitioners are concerned with the loss of parking spaces in their road. The recommendations will explore the extent of their concerns and look at possible solutions to mitigate these concerns.

Alternative options considered / risk management

No other options have been considered.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 163 signatures has been received from shop keepers and residents of Station Road, West Drayton, requesting that Hillingdon Council maintain current parking arrangements on Station Road.
2. The heading of the petition stated: *'We the undersigned petition the relevant cabinet members of Hillingdon Council to maintain the current parking arrangements on Station Road and Not move the parking bays.'*
3. The proposed improvement of Station Road, West Drayton is part of the larger Yiewsley and West Drayton Town Centres Improvement scheme, which runs from Falling Lane A408 (Yiewsley) to Swan Road (West Drayton) and is fully funded by TfL as a result of a successful 'Major Scheme' bid to TfL.
4. The Cabinet Member will recall the extensive consultation exercises undertaken as part of this scheme including most recently public exhibitions mounted at the libraries in Yiewsley and West Drayton between 20th and 23rd September 2011, at which detailed plans were made available. Consultation feedback leaflets which provided a summary of the proposals and invited residents and traders to visit the libraries and discuss the proposals with officers were delivered to a large number of households in both wards and were hand delivered by officers to every commercial frontage in the affected area.
5. The original consultation in April 2009 involved the circulation of leaflets entitled 'have your say' to every household in the two wards as well as the mounting of exhibitions at the two libraries. Officers also made a series of presentations to the Yiewsley & West Drayton Town Centre Action Group, the meetings of which are often attended by Ward Members.
6. As a result of the feedback received during the 2009 consultation, a report was presented to the Cabinet Member which set out a number of key observations including the pedestrian environment in Station Road West Drayton. On this basis, the proposals were developed in sufficient detail to allow the Major Scheme bid to be made, and during the course

PART I – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with Petitioners – 23 May 2012

of this process two 'pilot schemes' were constructed (one in High Street Yiewsley and the other in Station Road West Drayton, near the junction with Swan Road).

7. In Station Road the footways are generally narrow and, as part of the Yiewsley and West Drayton Town Centre Improvement works, it has been proposed where practicable to make these footways wider, more pleasant and more accessible for all pedestrians. The design has been undertaken with care to minimise the impact of existing parking arrangements but there will inevitably be some minor changes in layout as a consequence.

8. There are at present three "Pay and Display" parking spaces outside shops No 19 to 23 Station Road, West Drayton, and the adopted footway outside these shops is about 1.5 m wide which is not sufficient for wheelchair users and pedestrians. The narrow footpath is also an unattractive environment for any pedestrians when vehicles are parked alongside it, and it could also be argued that in some cases when large vehicles park here that they obscure the shop fronts making them less obvious to passing traffic.

9. As part of the proposed improvement works, the present intention is to remove these existing parking spaces outside shops No 19-23 Station Road and widen the footway to provide more space for pedestrians.

10. However, in order to compensate for the loss of parking spaces at the above location, the existing bus stop on Station Road junction with Ferrers Avenue will also be relocated approximately 55m south of its existing location so that the existing lay-by (by the shop at 40) can be extended to provide two more parking spaces.

11. The result of this would be a nett loss of just a single parking space (i.e. three lost outside 19-23 but two gained by 40 Station Road).

12. The petitioners' concerns are acknowledged, including the pressure on local business and the demands from some traders for more parking to be provided. However the Cabinet Member will also appreciate the need to maintain a balance between these understandable aspirations and the need to maintain a reasonable through flow of pedestrians.

13. Station Road already benefits from a 'stop and shop' scheme which the traders will doubtless agree has been of great benefit, as it has been in every other town centre in the Borough where such a scheme has been introduced, in increasing parking turnover and hence business for local traders. It should also be acknowledged that there is generous provision of off-street car parking within a reasonable walking distance for any shoppers visiting Yiewsley and West Drayton town centre as a whole.

14. The poor footpath width in sections of Station Road has been identified as one of the key problems in this area and one raised by residents during consultation about the town centre. This is an issue which the scheme is designed to address, and officers suggest that the net loss of just one parking space is a fair balance in the circumstances.

15. It is important that drivers emerging from minor roads have adequate visibility in each direction to enable a safe manoeuvre. Visibility splay envelopes are made up of two elements, known as the 'x' distance and the 'y' distance. The 'x' distance is measured 2.4 m back from

PART I – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with Petitioners – 23 May 2012

the give way markings, and the 'y' distance is a distance that the driver who is about to leave the minor road can see to his left or right hand side without any obstruction.

16. The existing situation as shown on the plan at Appendix B has a 'y' distance restricted to 10m (due to buildings obstructing the line of sight) which is less than the recommended 40m for roads with an 85th percentile speed limit of 30mph (the 85th percentile being the speed at or below which 85% of traffic is travelling).

17. The visibility splay at the junction will be significantly improved by bringing the kerb line forward at the junction, as shown in the plan at Appendix A. A similar approach has been adopted at other junctions throughout the scheme, and the Cabinet Member will be aware that this scheme, as with most schemes of its type, has been successfully subjected to an independent road safety audit.

18. Analysis of the police reported personal injury accident data records for the three year period ending December 2011 shows that there has been one accident at the junction of Station Road with Warwick Road. The accident involved a vehicle turning right into Station Road from Warwick Road and another vehicle going ahead on Station Road and the measures proposed would help prevent a recurrence.

19. The Cabinet Member will however recall a recent review of the scheme in light of the petition and discussions he has had with Ward Member colleagues and that it was agreed that options should continue to be explored before any formal approvals are sought to the parking arrangements through a separate reporting process. The dialogue with petitioners will helpfully inform this process.

20. In the meantime, therefore, officers recommend that the Cabinet Member meets with petitioners, discusses their concerns with them, but at the same time notes that the proposals in their current form would result in the net loss of just one parking space which at the same time allow a significant improvement in the appearance and size of the footways.

Financial Implications

The scheme is fully funded by Transport for London. Any changes would be the subject of separate reporting and formal authorisation.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member the opportunity to discuss with petitioners the nature of their concerns and to provide him with the necessary information to allow him to make any subsequent decisions on how to proceed.

Consultation Carried Out or Required

The first extensive public consultation was carried out by officers in May 2009.

PART I – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with Petitioners – 23 May 2012

An exhibition was held in the local library with council officers attending for one day to answer questions from members of the public.

5. CORPORATE IMPLICATIONS

Corporate Finance

None at this stage.

Legal

There are no special legal implications for the proposal, which amounts to an informal consultation. A meeting with the petitioners is perfectly legitimate as part of a listening exercise. In considering any informal consultation responses, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer recommendation. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

Section 122 Road Traffic Regulation Act means that the Council must balance the concerns of objectors with their statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic and the provision of suitable and adequate parking facilities on and off the highway. The parking concerns of businesses and footway accessibility issues are relevant considerations in deciding whether to make this form of order.

The outcome of the previous consultation should not prejudice the consideration of responses received in relation to the informal consultation or any future consultation.

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

Corporate Property and Construction

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

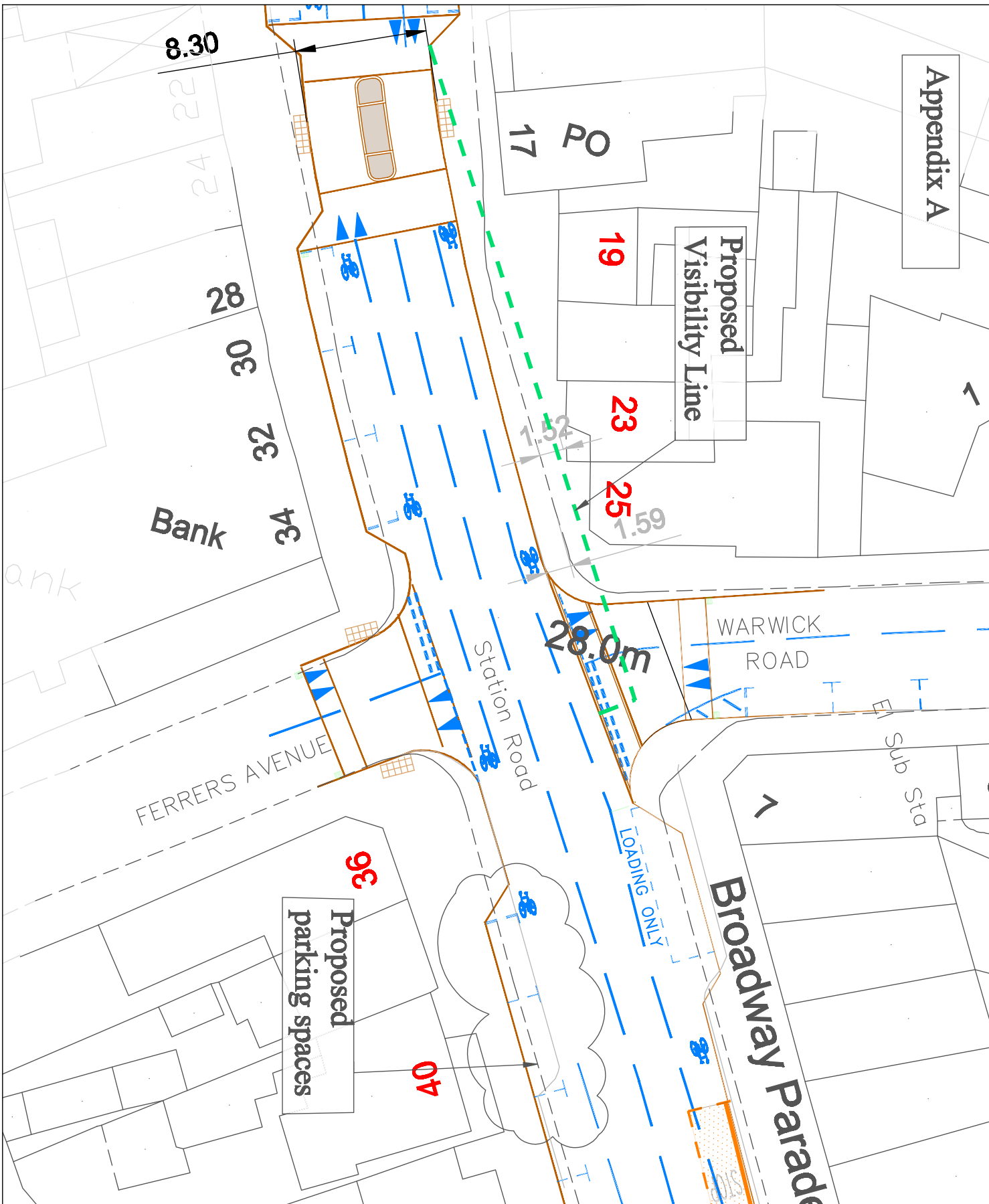
Relevant Service Groups

None identified at this stage

6. BACKGROUND PAPERS

Petition from traders in Station Road, West Drayton

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Rev	Description	Chkd	Apprd	Date

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HILLINGDON
 IMPROVEMENT PROJECTS
 ENVIRONMENT AND CONSULTANT PROTECTION GROUP
 ONE CENTRE AVENUE, LEAM STREET, URBESTER, LEAMINGDON
 NN16 9JG, SOUTH LEAM, NN16 9JG, NN16 9JG

Project: **Viewsley and West Drayton**

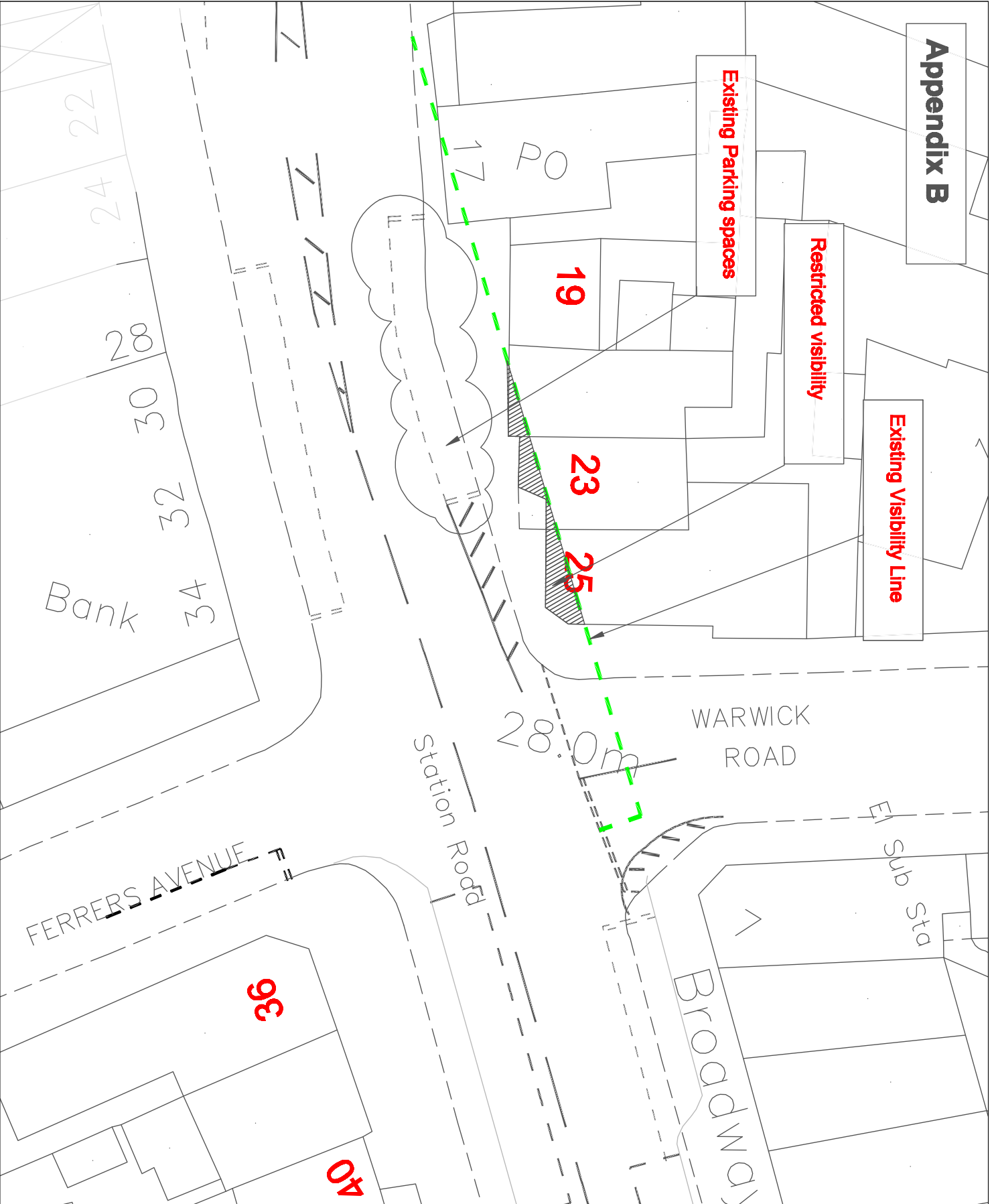
Description: **Town Centre Improvement**

Proposed Parking Arrangement

Scale	Designed	Drawn	Date
NTS	SDG	AC	April/ 2012
Project No.	Drawing No.		Rev.
E/A3	2543		-

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Appendix B



Rev	Description	Chkd	Apprd	Date

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HILLINGDON
 IMPROVEMENT PROJECTS
 ENVIRONMENT AND CONSULTANT PROTECTION GROUP
 ONE CENTRE AVENUE, LEAM STREET, URBESTER, LEAM INGV, LEAMINGDON, LEAMINGDON, LEAMINGDON, LEAMINGDON

Project: Viewesley and West Drayton
Description: Town Centre Improvement
 Existing Parking Arrangement
 Visibility splay

Scale	Designed	Drawn	Date
NTS	SDG	AC	April 2012
Project No.	Drawing No.		Rev.
E/A3	2543-01		-

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MAHLON AVENUE, RUISLIP - PETITION REQUESTING THE REMOVAL OF THE GATE

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation and Recycling
Officer Contact(s)	Danielle Watson – Planning, Environment, Education and Community Services
Papers with report	Appendix A

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that a petition has been received from residents living in Mahlon Avenue, Ruislip requesting the removal of the gate.
Contribution to our plans and strategies	The request can be considered as part of the Council's Road Safety Programme.
Financial Cost	There are none associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward(s) affected	South Ruislip

2. RECOMMENDATION

That the Cabinet Member:

1. Meets and discusses with petitioners their request for the removal of the barriers/gate located on the junction of Edwards Avenue and Mahlon Avenue, Ruislip.
2. Notes that two separate petitions have been received from residents, one for the gate removal and one against the gate removal.
3. Subject to the outcome of discussions with petitioners, asks Officers to include the request and possible options in the Road Safety Programme

Reasons for recommendation

PART I – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with Petitioners – 23 May 2012

It is not clear from the petition exactly what the issues are in Mahlon Avenue, South Ruislip. The discussion with petitioners will help identify suitable options to address petitioners concerns.

Alternative options considered / risk management

These can be identified from the discussions with petitioners.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 24 signatures has been received from residents living in Mahlon Avenue, South Ruislip, which represents 17% of households in this road, under the following heading:

'We request that the Council removes the Gate in Mahlon Avenue at the earliest opportunity and puts in place alternative restrictions to deter speeding drivers'.

2. Mahlon Avenue is a residential road, the location is shown on the plan attached as Appendix A. This petition is signed by residents living in Mahlon Avenue between its junctions with Station Approach and Edwards Avenue.

3. There is a diagonal road closure installed on the junction of Edwards Avenue and Mahlon Avenue which is referred to by petitioners as 'the Gate'. This gate was installed some years ago to prevent traffic from Station Approach by-passing the signal installation for access to West End Road and vice versa.

4. Council officers have previously investigated residents' concerns regarding vehicle speeds in Edwards Avenue, a speed survey was undertaken and the results showed that the majority of vehicles were travelling at or below the speed limit. There was a small minority exceeding the speed limit and this was reported to the local Safer Neighbourhood Team to investigate further and deal with as appropriate.

5. The Cabinet Member will be aware of the counter petition to retain the gate which will be reported separately.

6. It is therefore recommended that the Cabinet Member discusses with petitioners their concerns, and subject to the outcome, asks officers to consider options to address residents' concerns under the Council's Road Safety Programme. The Cabinet Member may in particular value the knowledge and views of the local Ward Councillors on the likelihood of wider community support in the surrounding roads for such a measure, bearing in mind that traffic may displace to other roads.

PART I – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with Petitioners – 23 May 2012

Financial Implications

There are no direct financial implications arising from the recommendations of this report. However, should the eventual outcome be a decision to undertake some works a funding source would need to be identified. The Council's Capital Road Safety programme would typically be used for this type of scheme, subject to the usual approvals and release procedure.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

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

Consultation Carried Out or Required

None at this stage.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and concurs with the financial implications as stated.

Legal

There are no special legal implications for the proposal, which amounts to an informal consultation. A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the suggestion is 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.

It is recommended that the petition to retain the gate, produced and signed by other residents of Mahlon Avenue, is considered in conjunction with this petition in order that the decision maker is informed of all views when reaching a decision.

In considering any informal consultation responses, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer recommendation. Accordingly, the Council must balance the concerns of the objectors with its statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

Should the outcome of the informal discussions with petitioners require that officers include the petitioners' request and other possible options in the Road Safety Programme, there will need to be consideration of the Highways Act 1980, the Road Traffic Regulation Act 1984, the Traffic

PART I – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with Petitioners – 23 May 2012

Signs Regulations and General Directions 2002, which govern road traffic orders, traffic signs and road markings. If specific advice is required in relation to the exercise of individual powers Legal Services should be instructed.

Corporate Property and Construction

Corporate Property and Construction is in support of the recommendations in this report.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition for gate removal received – May 2012

Petition for gate to be retained received – May 2012



Mahlon Avenue, South Ruislip - Location plan

Appendix A

Date April 2012

Scale 1:4,000



Location of gate

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MAHLON AVENUE, RUISLIP - PETITION REQUESTING TO RETAIN THE GATE

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation and Recycling
Officer Contact(s)	Danielle Watson – Planning, Environment, Education and Community Services
Papers with report	Appendix A

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that a petition has been received from residents living in Mahlon Avenue and Masson Avenue, Ruislip requesting to retain the gate.
Contribution to our plans and strategies	The request can be considered as part of the Council's Road Safety Programme.
Financial Cost	There are none associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward(s) affected	South Ruislip

2. RECOMMENDATIONS

That the Cabinet Member:

1. Meets and discusses with petitioners their request to retain the barriers/gate located on the junction of Edwards Avenue and Mahlon Avenue, Ruislip.
2. Notes that two separate petitions have been received from residents, one for the gate removal and one against the gate removal.
3. Subject to the outcome of discussions with petitioners, asks Officers to include the request and possible options in the Road Safety Programme.

Reasons for recommendation

PART I – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with Petitioners – 23 May 2012

The discussion with petitioners will help identify suitable options to address petitioners concerns.

Alternative options considered / risk management

These can be identified from the discussions with petitioners.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 62 signatures has been received from residents living in Mahlon Avenue, Masson Avenue and West End Road, South Ruislip under the following heading:

'Petition to retain the "Gate" at junction of Mahlon and Edwards Avenue – The main reason for installing the gate at the junction of Mahlon and Edwards Avenue was to reduce the number of collisions occurring on an almost weekly basis. The traffic jams as vehicles attempted to enter and exit West End Road resulted in large build ups in Masson, Edwards and Mahlon Avenues and the exhaust fumes resulting were intolerable. Since the installation, in 1991, the number of accidents has been dramatically reduced and children going to school have a safe place to cross. It is for these reasons we believe the Gate should be retained.'

2. Mahlon Avenue is a residential road, the location is shown on the plan attached as Appendix A. This petition is signed by residents living in Mahlon Avenue, Masson Avenue and one resident of West End Road.

3. There is a diagonal road closure installed on the junction of Edwards Avenue and Mahlon Avenue which is referred to by petitioners as 'the Gate'. This gate was installed some years ago to prevent traffic from Station Approach by-passing the signal installation for access to West End Road and vice versa.

4. It is understood that residents are petitioning as a result of the separate petition to remove the gate which was signed by other residents of Mahlon Avenue who are requesting the barrier be removed. Previous petitions from residents in the area have highlighted concern with rat-running which have been investigated and reported to the local Safer Neighbourhood Team.

5. The Cabinet Member will be aware of the counter petition to remove the gate which will be reported separately.

6. It is therefore recommended that the Cabinet Member discusses with petitioners their concerns, and subject to the outcome, asks officers to consider options to address residents' concerns under the Council's Road Safety Programme. The Cabinet Member may in particular value the knowledge and views of the local Ward Councillors.

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Financial Implications

There are no direct financial implications arising from the recommendations of this report. However, should the eventual outcome be a decision to undertake some works, a funding source would need to be identified. The Council's Capital Road Safety programme would typically be used for this type of scheme, subject to the usual approvals and release procedure.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

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

Consultation Carried Out or Required

None at this stage.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and concurs with the financial implications as stated.

Legal

There are no special legal implications for the proposal, which amounts to an informal consultation. A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the suggestion is 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.

It is recommended that the petition to remove the gate, produced and signed by other residents of Mahlon Avenue, is considered in conjunction with this petition in order that the decision maker is informed of all views when reaching a decision.

In considering any informal consultation responses, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer recommendation. Accordingly, the Council must balance the concerns of the objectors with its statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

Should the outcome of the informal discussions with petitioners require that Officers include the Petitioners' request and other possible options in the Road Safety Programme, there will need

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to be consideration of the Highways Act 1980, the Road Traffic Regulation Act 1984, the Traffic Signs Regulations and General Directions 2002, which govern road traffic orders, traffic signs and road markings. If specific advice is required in relation to the exercise of individual powers Legal Services should be instructed.

Corporate Property and Construction

Corporate Property and Construction is in support of the recommendations in this report.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition for gate removal received – May 2012

Petition for gate to be retained received – May 2012



Mahlon Avenue, South Ruislip - Location plan

Appendix A

Date April 2012

Scale 1:4,000



Location of gate

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WOODRIDGE WAY, NORTHWOOD - PETITION REQUESTING TRAFFIC CALMING MEASURES ALONG SANDY LODGE WAY

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	Kevin Urquhart Planning, Environment, Education and Community Services
Papers with report	Appendix A

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that a petition has been received requesting measures to improve safety at the junction of Woodridge Way and Sandy Lodge Way.
Contribution to our plans and strategies	The request can be considered as part of the Council's Road Safety Programme.
Financial Cost	There are none associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services
Ward(s) affected	Northwood

2. RECOMMENDATION

That the Cabinet Member;

- 1. Meets and discusses with petitioners their concerns with speeding traffic in detail and the possible options to address issues that would be acceptable to residents.**
- 2. Subject to the outcome of the discussions with petitioners, asks officers to include the request and possible options in the Road Safety Programme and commission a traffic volume and speed survey on Sandy Lodge Way close to the junction of Woodridge Way.**

Reasons for recommendation

PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with Petitioners – 23 May 2012

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

Alternative options considered / risk management

These can be identified from the discussions with the petitioners.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 53 signatures has been received signed most by residents living in Woodridge Way, Northwood. Below is an extract from the covering letter that accompanied the petition explaining the petitioners' request:

"...all the residents of Woodridge Way are very concerned about the safety factor when driving out of Woodridge Way as visibility of the oncoming traffic from the right is very poor and limited. Many of us have experience the stress of near-miss accidents with the oncoming traffic from the right.

We feel this is a very serious problem for us and would urge the Council to take immediate steps to rectify the situation. We, as a community, living at Woodridge Way have the following suggestions for the Council to consider and take suitable measures to address this problem:

- 1. Make Sandy Lodge Way "20 mph" zone – this will also help the school traffic coming out from Moor Park Road at the junction of Sandy Lodge Way.*
- 2. Install speed breakers on Sandy Lodge Way, thereby cars will have to slow down*
- 3. Have a large mirror installed at the appropriate place, just opposite Woodridge Way exit, to enable us to see traffic coming from the right.*

This is a matter of great concern to all the residents of Woodridge Way and we have got their signatures together with their addresses as per attached list."

2. Woodridge Way is a residential road off Sandy Lodge Way in Northwood. The location is shown on the plan attached as Appendix A to this report.

3. Petitioners appear to be concerned with the road layout at the junction of Woodridge Way and Sandy Lodge Way. Petitioners have made requests for several types of measures which they believe will assist residents when negotiating the junction.

4. Petitioners have made a direct request that Sandy Lodge Way be a 20mph zone with speed reducing measures. However, as only a small number of residents of Sandy Lodge Way have signed this petition it is not clear if the majority of residents of this road would be in support of such a scheme. If subsequent proposals are to be developed the Cabinet Member may wish

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for the residents of Sandy Lodge Way to be informally consulted to see if they would be in support of traffic calming measures in their road.

5. It has also been requested that a convex mirror be installed opposite the junction Woodridge Way on Sandy Lodge Way to provide better visibility when vehicles negotiate the junction. The use of convex mirrors on the public highway is seldom permitted under current signs legislation with the only exception being 'Trixi' mirrors at traffic signal junctions. Although it may seem unusual that a mirror can be classified as a sign it is regarded as such by the Department of Transport as it is a 'device intended to convey information to drivers' and therefore is not permitted.

6. It is therefore recommended that the Cabinet Member discusses with petitioners their concerns, and subject to the outcome of above, asks officers to include the request and possible options in the Road Safety Programme. In the first instance the Cabinet Member may wish to consider the commissioning of a 24/7 traffic volume and speed survey to establish the extent of the problem with speeding. The results of this survey should then be discussed with local Ward Councillors and the Cabinet Member for further consideration.

Financial Implications

Any measures that are subsequently approved by the Council would require funding from the Road Safety Programme. At this stage, the estimated cost for these measures is unknown and will only be determined following investigation and possible consultation with residents.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member to discuss in detail with petitioners their concerns and possible measures to address the issues.

Consultation Carried Out or Required

None at this stage, but the Cabinet Member and Ward Councillors may decide for residents to be consulted after the initial stage of investigation.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and is satisfied that there are no direct costs associated with the recommendations of this report. Any measures that may be approved in the future by the Council would need to be funded from the Road Safety Programme.

Legal

There are no special legal implications for the proposal, which amounts to an informal consultation. A meeting with the petitioners is perfectly legitimate as part of a listening exercise,

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especially where consideration of the policy and factual 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.

Accordingly, the Council must balance the concerns of the objectors with its statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

Should the outcome of the informal discussions with petitioners require that Officers include the Petitioners request in a subsequent review of possible options under the Council's Road Safety Programme and a consultation be carried out when resources permit there will need to be consideration of the Road Traffic Regulation Act 1984, the Traffic Signs Regulations and General Directions 2002, which govern road traffic orders, traffic signs and road markings. If specific advice is required in relation to the exercise of individual powers Legal Services should be instructed.

Corporate Property and Construction

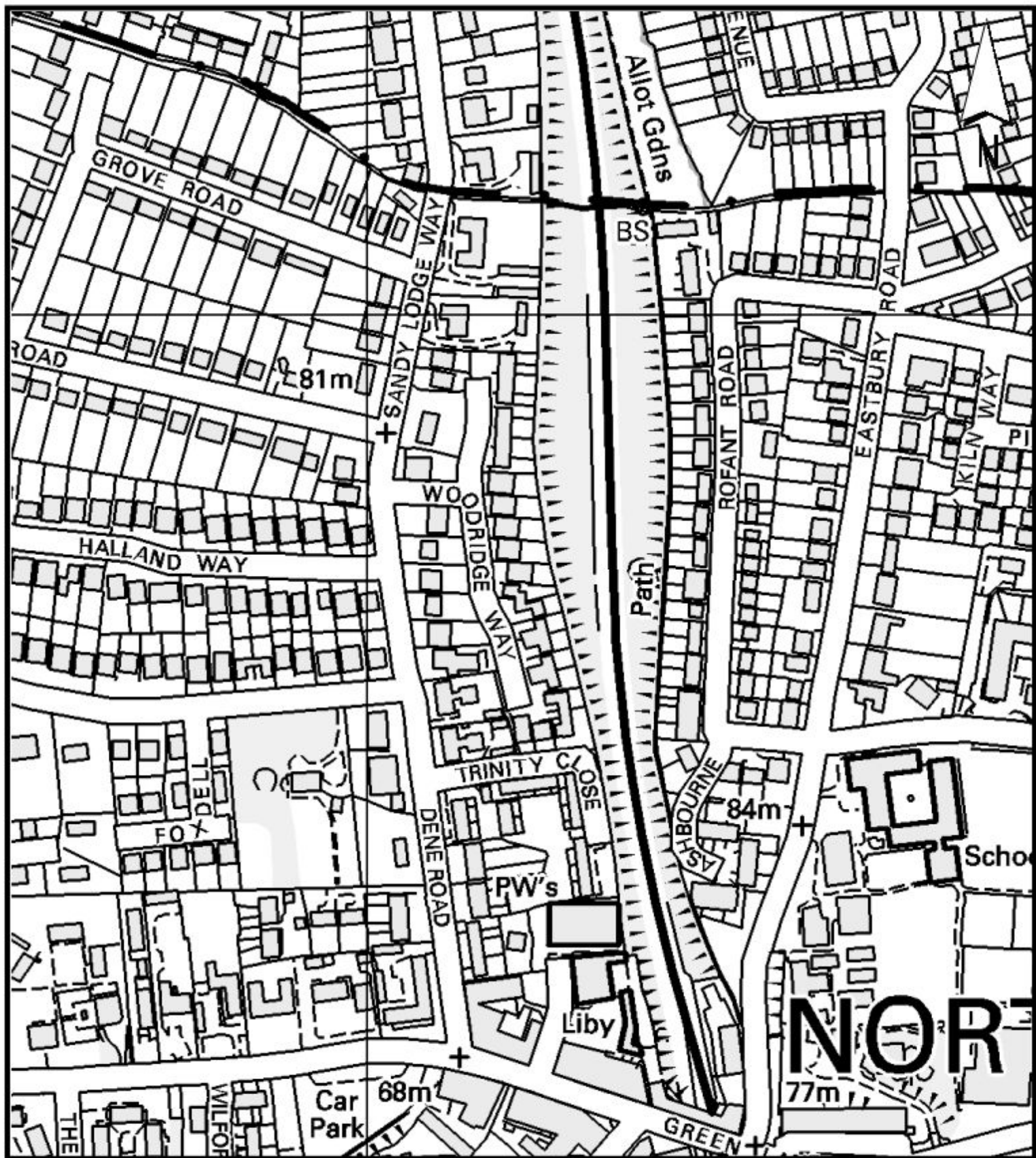
Corporate Property and Construction is in support of the recommendations in this report.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition dated 4th December 2011



Location Plan - Woodridge Way & Sandy Lodge Way

Appendix A

Date April 2012

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