



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

Date: THURSDAY, 20
SEPTEMBER 2012

Time: 7.00 PM

Venue: COMMITTEE ROOM 4 -
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.
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: Wednesday, 12 September
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	7pm	Colham Avenue, Yiewsley - Petition Requesting a Residents' Parking Scheme	Yiewsley	1 - 6
4	7pm	Pield Heath Road, Hillingdon - Petition Requesting the Naming of a Crossing and Road Safety Measures	Brunel	7 - 12
5	7.30pm	Windsor Park Road, Cranford - Petition Requesting a Residents' Parking Scheme	Heathrow Villages	13 - 20
6	8pm	Carew Road, Northwood - Petition Against the Proposed Traffic Calming Measures	Northwood	21 - 36
7	8pm	Carew Road, Northwood - Petition Supporting the Proposed Traffic Calming Measures	Northwood	37 - 52

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COLHAM AVENUE, YIEWSLEY - PETITION REQUESTING A RESIDENTS' PARKING SCHEME

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 Colham Avenue, Yiewsley asking the Council to introduce 'resident only parking' in their road. This request can be considered in relation to the Council's programme for the introduction of managed parking schemes.
Contribution to our plans and strategies	The request can be considered in relation to the Council's strategy for on-street parking controls.
Financial Cost	There are none associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents and Environmental Services.
Ward(s) affected	Yiewsley

2. RECOMMENDATION

That the Cabinet Member:

- 1. Meets and discusses with petitioners their concerns with parking on Colham Avenue, Yiewsley.**
- 2. Subject to 1 above, asks officers to add the request to the Council's overall parking programme for subsequent investigation.**

Reasons for recommendation

To give the Cabinet Member the opportunity to discuss in detail the petitioners' concerns

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 43 signatures has been received from residents living on the western side of Colham Avenue, Yiewsley under the following heading:

'We the undersigned of Colham Avenue, UB7 8EU are requesting residents parking on the odd number side of the above road, due to not being able to park between 8am and 6pm'.
2. Colham Avenue, Yiewsley is a residential road that links Fairfield Road and Horton Road. The location is shown on the plan attached as Appendix A to this report.
3. The Cabinet Member will recall an informal consultation which took place in February 2009 in roads surrounding West Drayton and Yiewsley Town Centres to determine if there was support for area wide parking controls. Colham Avenue was included in this consultation but those who responded overwhelmingly rejected joining the scheme. Consequently, based on residents' views at the time, it was recommended that no further action would be taken to introduce a parking scheme in Colham Avenue.
4. It is the Council's usual practice to review schemes within 12 months following installation; this is to find out if modifications are required to optimise the benefits. At the same time residents in roads just outside the scheme are asked if they would like their road to be included. The most recent review was carried out in September 2011 with residents of Colham Avenue included in this review and again, the majority of residents who responded wished for the parking arrangements to remain as existing.
5. It has often become apparent where parking schemes have been introduced that the residents in adjoining roads which perhaps do not suffer unduly from non-residential parking decide not to be included. However following the inclusion of nearby roads, residents experience parking transfer and approach the Council to be part of the scheme. As the Yiewsley Parking Management Scheme is due to expand, residents may be aware of this possibility and have therefore petitioned the Council.
6. It is therefore recommended that the Cabinet Member discusses with petitioners their concerns and if it is considered appropriate, to include the petitioners' request in a future review of the Yiewsley Parking Management Scheme Zone Y1. It is also suggested that subject to the outcome of the petition evening, Ward Councillors are asked for their views on a suitable consultation area, because as the Cabinet Member is aware, experience has shown that it is likely parking could transfer more widely and affect the eastern side if only the western side of Colham Avenue were to be included in an extension to the current scheme.

Financial Implications

There are none associated with the recommendations in this report.

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.

Consultation Carried Out or Required

None at this stage

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and confirms that there are no direct financial implications arising from the recommendation included above.

Legal

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

There are no special legal implications for the proposal, which amounts to an informal consultation. Should there be a decision that further measures are to be considered then the relevant statutory provisions will have to be identified and considered.

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

Corporate Property and Construction

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

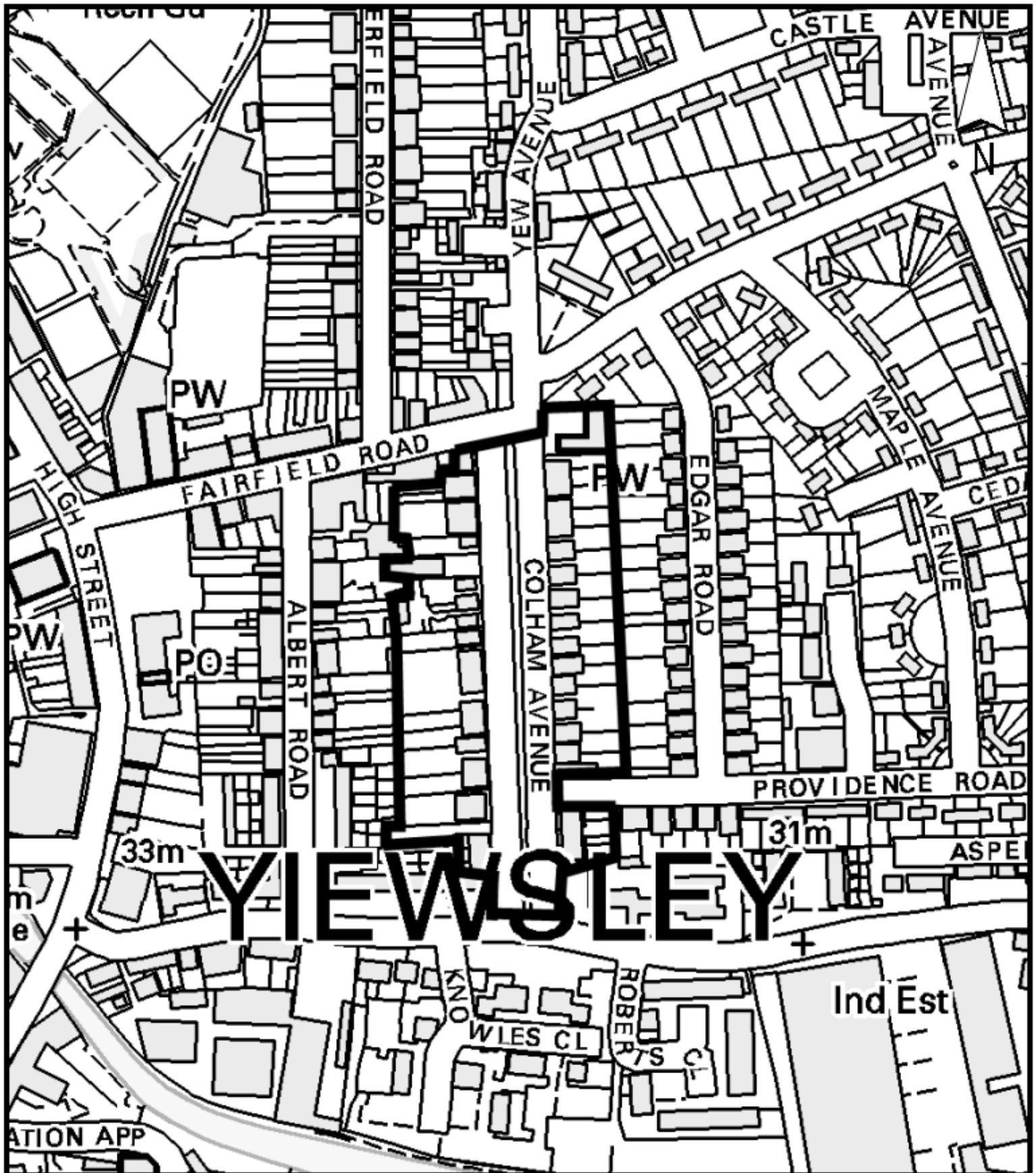
Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received May 2012.

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Colham Avenue, Yiewsley

Appendix A

Date July 2012

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Extent of Colham Avenue, Yiewsley

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Agenda Item 4

PIELD HEATH ROAD, HILLINGDON - PETITION REQUESTING THE NAMING OF A CROSSING AND ROAD SAFETY MEASURES

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that a petition of 32 signatures has been received from residents requesting the naming of a pedestrian crossing and road safety measures on Pield Heath Road.
Contribution to our plans and strategies	The request can be considered as part of the Council's Road Safety Programme.
Financial Cost	There are no financial implications to this report
Relevant Policy Overview Committee	Residents' & Environmental Services
Ward(s) affected	Brunel

2. RECOMMENDATION

That the Cabinet Member:

1. Meets with petitioners and discusses in detail their request for road safety measures on Pield Heath Road and their request to name the crossing after Margaret Josephine Larkin.
2. Considers the request for naming the controlled crossing on Pield Heath Road, which could take the form of a suitable plaque dedicated to the memory of Margaret Josephine Larkin.
3. Subject to (1) asks officers to investigate any feasible measures identified as part of the Council's Road Safety Programme.
4. Instructs officers to investigate the feasibility of adding Pield Heath Road to future Phases of the Vehicle Activated Signs (VAS) Programme.

Reasons for recommendation

The petition hearing will provide a 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.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 32 valid signatures has been submitted to the Council under the following heading *"We the undersigned petition the Council to name the crossing at Pield Heath Road (outside Hillingdon Hospital) after our much loved Mum, Granny, sister and friend, Margaret Josephine Larkin (known as Jo) who was tragically knocked over on 15th November 2010. We are asking for a reduction in the speed limit from 30mph to 20mph on approach to the traffic lights, as well as the installation of CCTV cameras at the traffic lights, due to the fact that this is an extremely busy area on a very small roadway."*
2. Pield Heath Road is a Borough Secondary Distributor road which links Church Road and Harlington Road. The main entrance to Hillingdon Hospital is on Pield Heath Road and therefore forms part of the emergency route network. Pield Heath Road also forms part of bus routes U1, U2, U3, U4, U5 and U7. There are existing signalised pedestrian crossings outside Hillingdon Hospital on each arm of the junction of Pield Heath Road and Crispin Way. A plan showing the location of Pield Heath Road is attached as Appendix A to this report.
3. On 15 November 2010, a 72 year old local resident, Margaret Josephine Larkin, was involved in a fatal accident on Pield Heath Road at the junction with Crispin Way. The petitioners have made a request to name the crossing outside Hillingdon Hospital after Mrs Larkin in her memory. The crossing itself is used daily by visitors to Hillingdon Hospital. It is therefore recommended that the Cabinet Member considers the request which, subject to his approval, could take the form of a plaque to be installed in the memory of Mrs Larkin at the crossing located on Pield Heath Road.
4. The Cabinet Member will note the petitioners' request for the installation of CCTV cameras and will be aware that red light cameras are generally installed at traffic lights. Safety cameras, including red light cameras, are outside the jurisdiction of the Council, being the responsibility within Greater London of the 'London Safety Camera Partnership' (LSCP) which is a body jointly managed by TfL, the Metropolitan Police, London Councils and Her Majesty's Courts. In the past year, there has been a moratorium on the installation of any safety cameras in Greater London, although existing cameras are still maintained and operated. Whilst the Council can make representations to the LSCP for new cameras and furthermore may make financial contributions towards funding them, the LSCP have strict criteria which they apply before considering any new sites. The Cabinet Member will be aware that the criteria relates to a history of fatal and serious injury caused by speed or red light running. The collision history for the junction of Pield Heath Road and Crispin Way does not currently meet LSCP's criteria; however, the

Council will continue to monitor the accident records for this road and liaise with the LSCP if the circumstances change.

5. The Council has invested in a number of Vehicle Activated Signs (VAS), which flash a warning message to motorists exceeding the speed limit. These signs have been found to be more effective when in place for a period of three months. Therefore, the Council has developed a programme whereby VAS are installed at key sites, left in place for at least three months and then moved to another site. Pield Heath Road is currently included in the Council's VAS Programme. It is suggested that officers investigate the feasibility of installing VAS at alternative locations on Pield Heath Road as part of future Phases of the programme.
6. The Cabinet Member will be aware that officers are developing options to mitigate traffic congestion on Pield Heath Road as the area around Hillingdon Hospital is subject to high levels of traffic during the morning and afternoon peaks.
7. It is recommended that the Cabinet Member discusses with petitioners their concerns with vehicle speeds which may help determine options that officers could investigate further as part of the Road Safety Programme.

Financial Implications

There are none associated with the recommendations in this report. Any measures that are subsequently approved by the Council would require funding from a suitable funding source.

At this stage, the estimated cost for these measures is unknown.

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 regarding vehicle speeds and road safety on Pield Heath Road.

Consultation Carried Out or Required

None at this stage.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and confirms that there are no direct financial implications.

Legal

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

recommendation. 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

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

Relevant Service Groups

None at this stage.

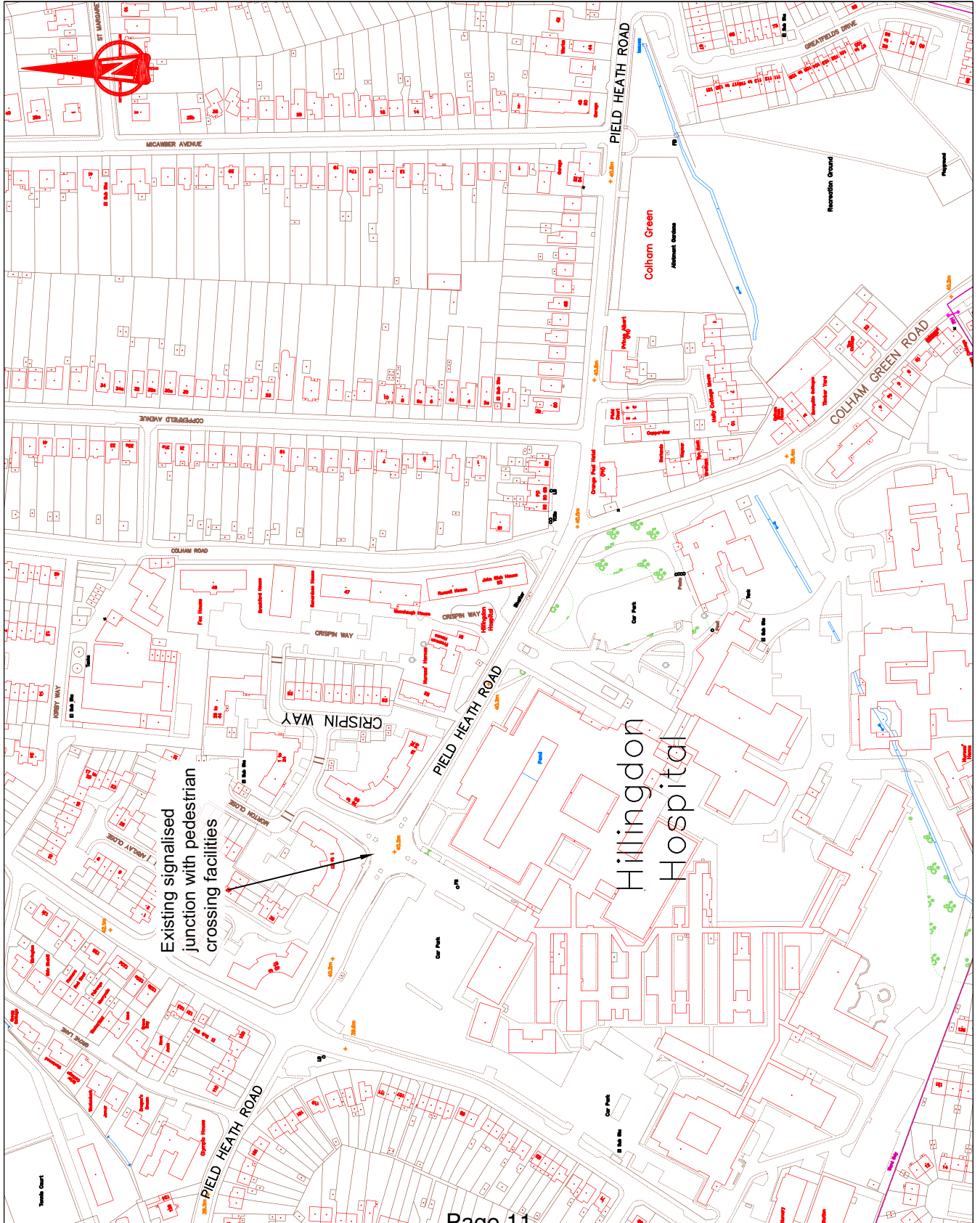
6. BACKGROUND PAPERS

- Petition requesting the naming of a pedestrian crossing and traffic calming measures on Field Heath Road, received March 2012.

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Project		Pield Heath Road Hillingdon	
Description Location plan			
Scale	Drawn	(Initials/Date)	Checked (Initials/Date)
NTS	CF	05/12	
Project No.	Drawing No.		Rev.



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WINDSOR PARK ROAD, CRANFORD - PETITION REQUESTING A RESIDENTS' PARKING SCHEME

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 and B

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that a petition has been received from residents living in Windsor Park Road, Cranford asking the Council to introduce 'resident only parking' in their road. This request can be considered in relation to the Council's programme for the introduction of managed parking schemes.
Contribution to our plans and strategies	The request can be considered in relation to the Council's strategy for on-street parking controls.
Financial Cost	There are none associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents and Environmental Services.
Ward(s) affected	Heathrow Villages

2. RECOMMENDATION

That the Cabinet Member:

- 1. Meets and discusses with petitioners their concerns with parking on Windsor Park Road, Cranford.**
- 2. Subject to 1 above, asks officers to add the request to the Council's overall parking programme for subsequent investigation.**

Reasons for recommendation

To give the Cabinet Member the opportunity to discuss in detail the petitioners' concerns

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 22 signatures has been received from residents living in Windsor Park Road, Cranford under the following heading:

‘We the residents of Windsor Park Road wish to set up a residential Car Permit Scheme’.
2. Windsor Park Road is a residential cul-de-sac that links with Oxford Avenue. The location is shown on the plan attached as Appendix A to this report. The extent of the current Heathrow Parking Management Scheme Zone H1 is attached as Appendix B to this report.
3. In December 2006 residents of Windsor Park Road were consulted on options to control parking in their road as part of a previous review of the Heathrow Parking Management Scheme. Responses received during this consultation indicated little support to change parking arrangements in their road. However, the Cabinet Member will be aware, it has often become apparent where parking schemes have been introduced that the residents in adjoining roads that do not perhaps suffer unduly from non-residential parking decide not to be included. The Heathrow Parking Management Scheme has been extended over the years and following inclusion of nearby roads, residents in Windsor Park Road may now be experiencing parking transfer and therefore have approached the Council to become part of a scheme.
4. It is therefore recommended that the Cabinet Member discusses with petitioners their concerns and if it is considered appropriate to include the petitioners request in a future review of the Heathrow Parking Management Scheme Zone H1. It is also suggested that subject to the outcome of the petition evening, Ward Councillors are asked for their views on a suitable consultation area because as the Cabinet Member is aware, experience has shown that it is likely parking could transfer more widely if only Windsor Park Road were to be included in an extension to the current scheme

Financial Implications

There are none associated with the recommendations in this report.

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.

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 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 recommendation. 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 property implications resulting from the recommendations set out in this report.

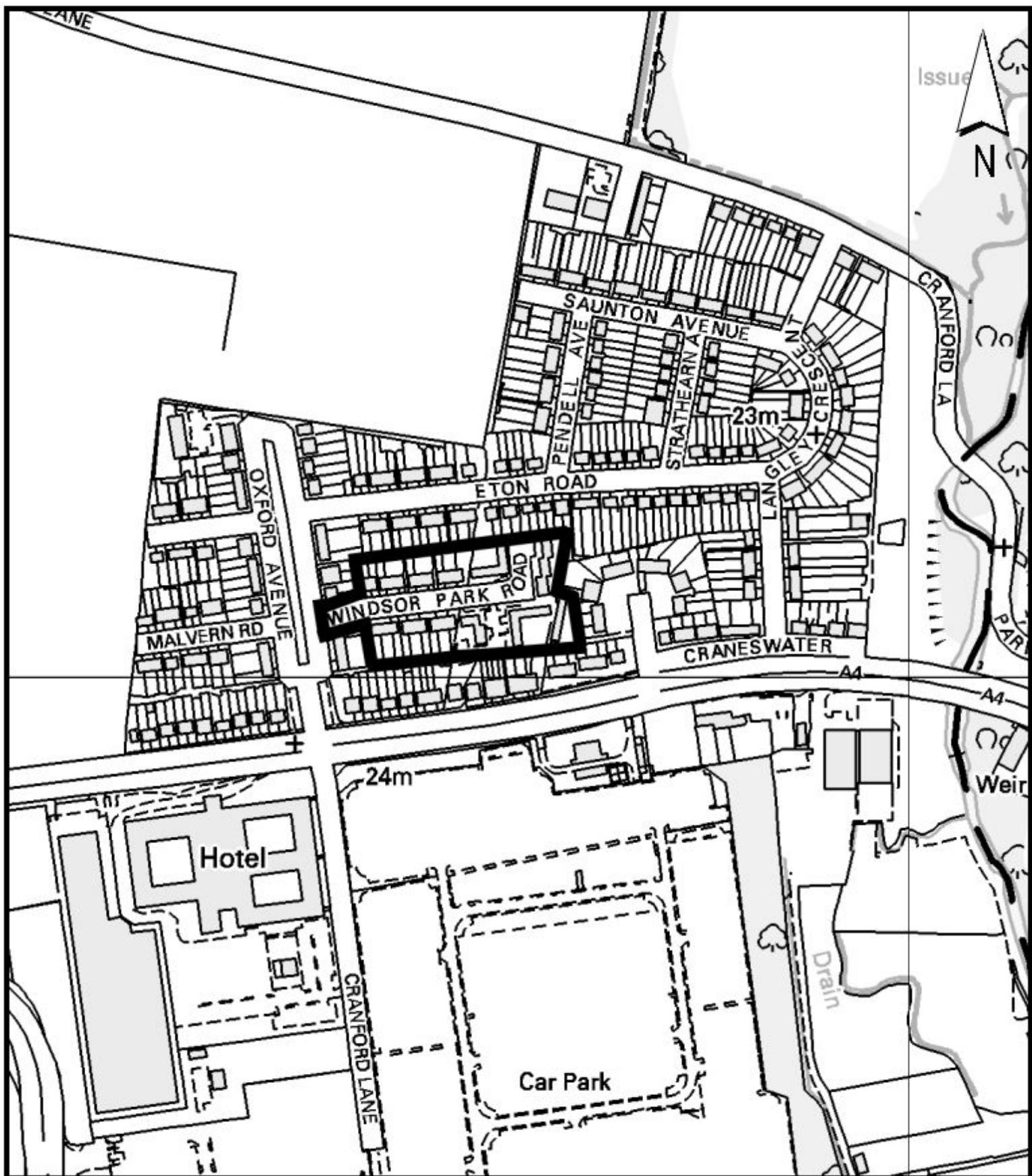
Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received June 2012.

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Windsor Park Road, Harlington

Appendix A

Date July 2012

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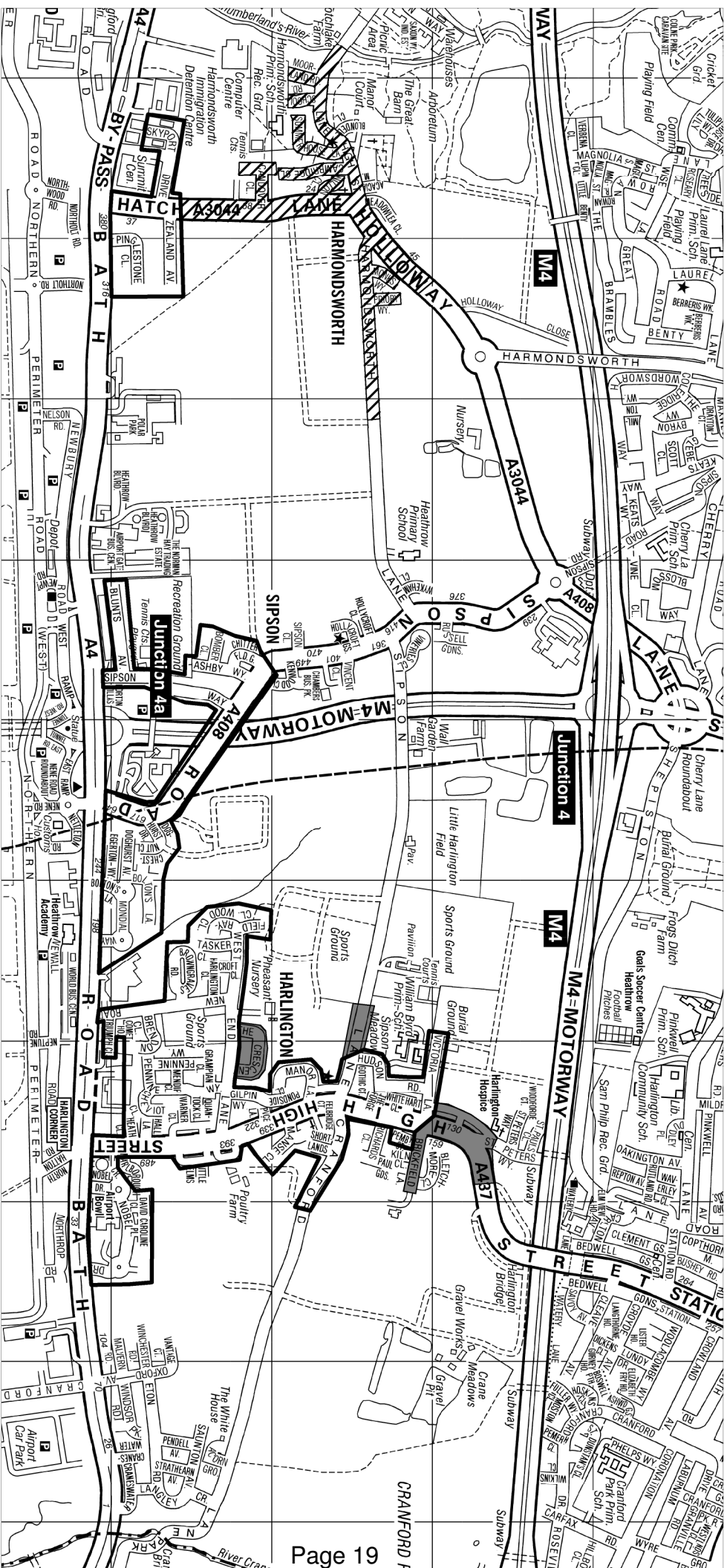


Extent of Windsor Park Road, Harlington

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Heathrow Parking Management Scheme, Zone H1

Appendix B



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Date: July 2012

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Agenda Item 6

CAREW ROAD, NORTHWOOD- PETITION AGAINST THE PROPOSED TRAFFIC CALMING MEASURES

Cabinet Member(s)	Cllr Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation & Recycling
Officer Contact(s)	Caroline Haywood Planning, Environment, Education and Community Services
Papers with report	Appendices A - E

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that a petition has been received against the proposed traffic calming measures in Carew Road, Northwood. This must be considered by the Council before a final decision can be made on the proposal.
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 this report
Relevant Policy Overview Committee	Residents & Environmental Services
Ward(s) affected	Northwood

2. RECOMMENDATION

That the Cabinet Member:

1. Meets and discusses with petitioners their concerns with the proposed traffic calming measures for Carew Road.
2. Notes that two separate petitions have been received from residents, one against and one for the proposed traffic calming measures.
3. Notes the outcome of an informal consultation and traffic survey undertaken.
4. Subject to the concerns raised by petitioners, asks officers to conduct a review of the proposed traffic calming measures under the Road Safety Programme and report back to the Cabinet Member.

Reasons for recommendation

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 49 signatures has been submitted to the Council from residents living in Carew Road and Maycock Grove asking for the proposed traffic calming scheme with two zebra crossings to be withdrawn. The petitioners state that *“Carew Road is not in need of traffic calming measures; we wish to stress that there is only a brief time in the morning and afternoon when there is any volume of traffic at all in Carew Road, and at these times the road is gridlock anyway, so all of these measures will be entirely superfluous”* The petitioners also state the measures will have *“a detrimental effect on residents, particularly those living adjacent to the tables, who will suffer increased road noise, especially in view of the number of lorries making school deliveries. All the extra road markings and street furniture would be detrimental to the look of the conservation area and would completely change the character of the road.”*
2. Carew Road is within Northwood Ward and is mainly residential with entrances to two schools, Frithwood Primary School and St Helen’s School. Carew Road is included in ‘Northwood Parking Management Scheme, Zone N’ and is operational from 1pm – 2pm Monday to Friday with designated parking areas. A plan of the area is attached as appendix A.
3. For the Cabinet Member’s information, part of Carew Road between its junction with Eastbury Road and the entrance to Frithwood Primary School lies within a conservation area.
4. In 2010 the council received a request through the Council’s Road Safety Programme for measures to improve crossing facilities and to slow traffic down. The request was from a parent of a pupil who attends St Helen’s School and who was struck by a vehicle whilst crossing Carew Road close to its junction with Eastbury Road. St Helen’s school and Frithwood Primary School have also undertaken studies with assistance from the Council, which looked at the travel pattern of pupils and explored ways to make more sustainable and safe journeys to school. A zebra crossing and traffic calming measures were key elements of both their School Travel Plans.
5. The Transport for London (TfL) funded “School Travel Plan” (STP) programme is a road safety based initiative that draws upon school concerns to develop measures that benefit pupils in their journey to and from school. All schools in Hillingdon that participate in the STP programme, with help from the Council’s Road Safety and School Travel Plan Team, generate their own action plans which are used as the basis for bids to TfL for funds for road safety engineering projects.
6. Officers undertook an investigation into the feasibility of installing traffic calming measures in Carew Road and met with parents and the Deputy Head of St Helen’s School. As part of the investigation a parking stress survey was undertaken and officers observed that outside the operational time there were six permit holders and 11 non

permit holders parked within the bays and during 1pm and 2pm seven permit holders were parked within the bays.

7. During site visits at the morning peak, vehicles were observed parking as close as possible to both of Frithwood Primary School gates on both sides of the road. These vehicles were restricting vehicle flows, access for through traffic and particularly outside the pedestrian entrance parked vehicles severely reduced the visibility of children crossing the road. Outside of these hours the road is clear with very little evidence of parked vehicles.
8. A proposal was designed to introduce a 20mph speed limit, two raised zebra crossings (one outside each school), five raised tables along the length of Carew Road, 'at any time' waiting restrictions on the vehicle entrance to Frithwood Primary School and a reduction to five of the existing residents parking places. A plan of the proposal is attached as Appendices B - C.
9. The Council then undertook an informal consultation from 3rd – 24th April 2012 with the residents of Carew Road and Maycock Grove on the proposed scheme.
10. The results of the informal consultation were as follows:

Road	Fully support	Fully Disagree	20mph only	zebra only	No. Delivered	No. Returned
Carew Road	13	14	3	1	66	31
Maycock Grove	10	4	2	1	29	14
Viceroy Court	0	4	3	0	24	4
Gladesmere Court	4	1	0	2	15	5
Watford Road	1	1	0	0	4	2
Sentis Court	2	3	3	5	28	5
Total	30	27	11	9	166	61

11. The Council also received 24 emails from parents of Frithwood Primary School in support of the proposed scheme. Seven of these parents walk their children to school and other parents would like to walk but feel it is unsafe at present.
12. The comments received during the consultation showed a narrow majority of residents as a whole supported a scheme of some kind, but views were evenly divided in Carew Road. Some residents agreed with a 20 mph speed limit but not the raised tables.
13. The Council undertook a 24hour / seven day speed and volume survey from 11th – 24th June 2012. The survey equipment was damaged in the eastern end of Carew Road and was left in place for a further week. The results of the survey showed that the majority of vehicles were travelling between 20 and 30 mph. However, it did show there are vehicles exceeding the 30mph speed limit. Vehicles were found to be travelling faster in the Eastbury Road end of Carew Road. There were on average between 500 and 600 vehicles using Carew Road every day in each direction during the week, with between 200 and 300 vehicles at the weekend. The results show that some form of traffic calming measures would benefit Carew Road by helping to reduce vehicle speeds overall.

14. The police reported personal injury accident data records for the 36 month period ending March 2012 shows there have been two accidents. One accident was at the junction of Carew Road with Eastbury Road, where a vehicle taking a pupil to school hit a child who was crossing Eastbury Road while it was turning right out of Carew Road. The second accident occurred in Carew Road by Frithwood School, where a child broke away from the parent's hand and ran into the road and collided with a car.
15. The Cabinet Member will be aware of the counter petition supporting the proposed traffic calming measures and zebra crossings in Carew Road, which will be reported separately.
16. In light of the fact that there are two petitions expressing opposing views, it is suggested that the Cabinet Member meets with both sets of petitioners to establish if there is common ground and to help inform his separate deliberations on the proposals. The Cabinet Member may in particular value the knowledge and views of the local Ward Councillors.

Financial Implications

There are none associated with the recommendations to this report, as feasibility studies can be undertaken with in house resources. However if the Cabinet Member subsequently considers the introduction of a scheme suitable funding will need to be identified.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

The recommendations will identify the extent of the petitioners concerns and look at possible solutions to mitigate these.

Consultation Carried Out or Required

The informal consultation was carried out from 3rd – 24th April 2012. Ward councillors have also been consulted and are in support of the proposal.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and concurs with the financial implications set out above.

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.

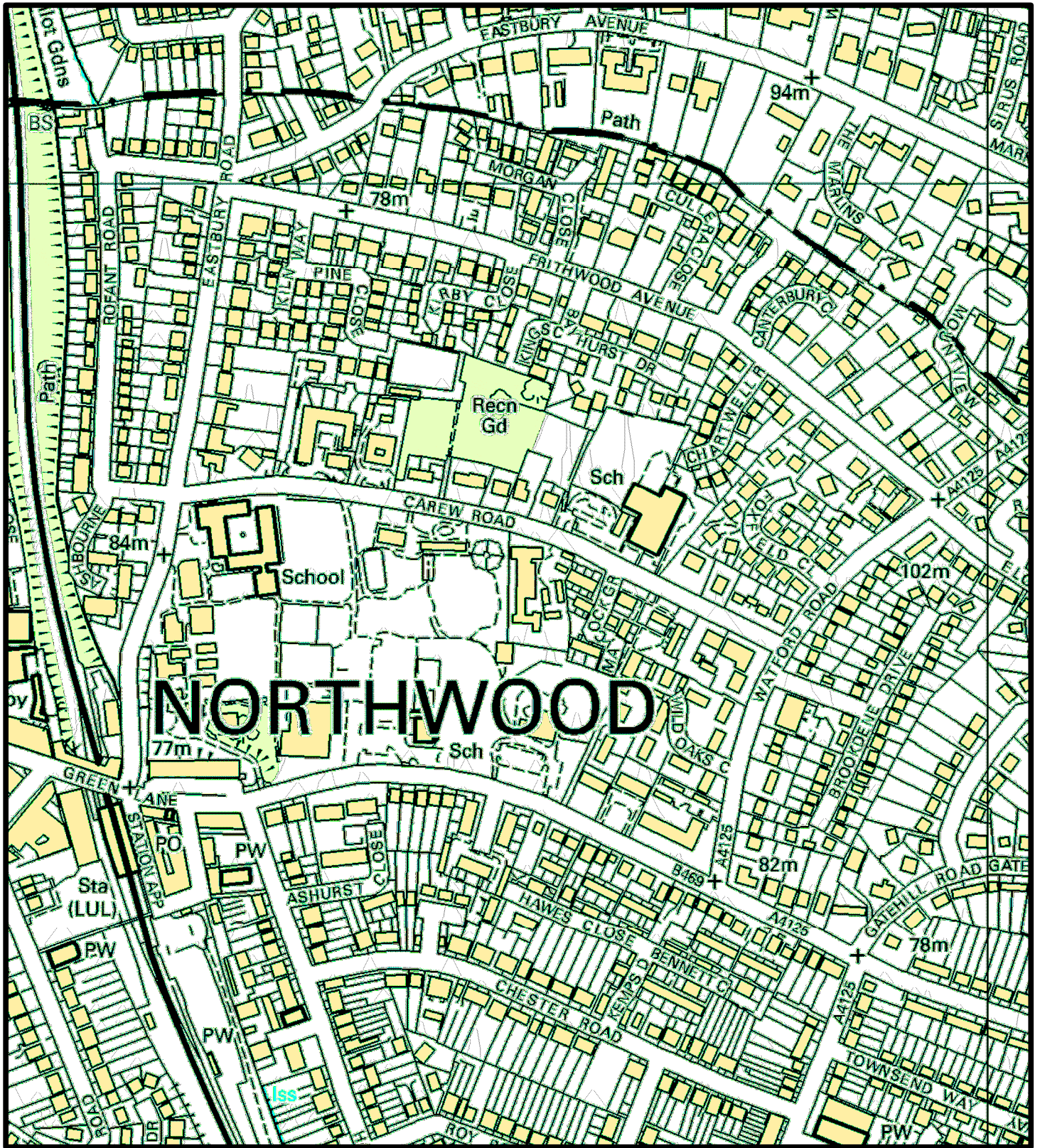
Corporate Property and Construction

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

6. BACKGROUND PAPERS

- Consultation letter 3rd April 2012
- Petition received: 25th April 2012
- Speed data results: 11th – June 2012
- Counter petition received : 19th June 2012

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Area Plan

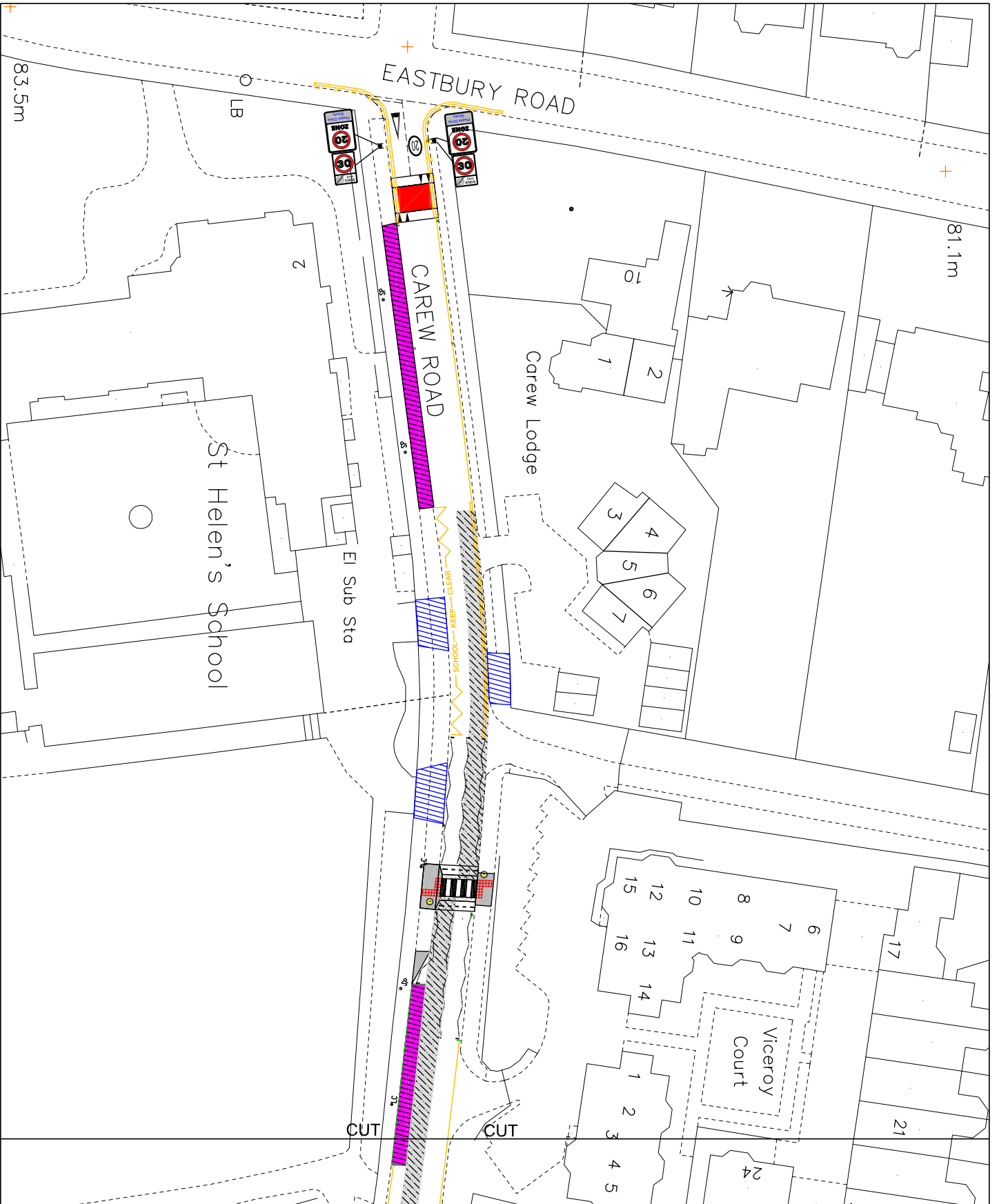
Appendix A

Date: AUGUST 2012

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KEY

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- NEW DOUBLE YELLOW LINE & TERMINAL
- BUSINESS/PERMIT HOLDER ONLY BAY
- CROSSOVER
- ANTI-SKID
- NEW FOOTWAY
- NEW TACTILE PAVING
- NEW 20mph ROUNDNEL
- NEW 20mph ZONE SIGN
- NEW 20mph SIGN
- NEW 20mph TABLE
- NEW RAISED CROSSING

NORTH

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Project
Carew Road, Northwood

Description
Proposed traffic calming measures, zebra crossings and 20mph zone

Scale	N.T.S	Designed	CH	Drawn	CH	Date	07/11
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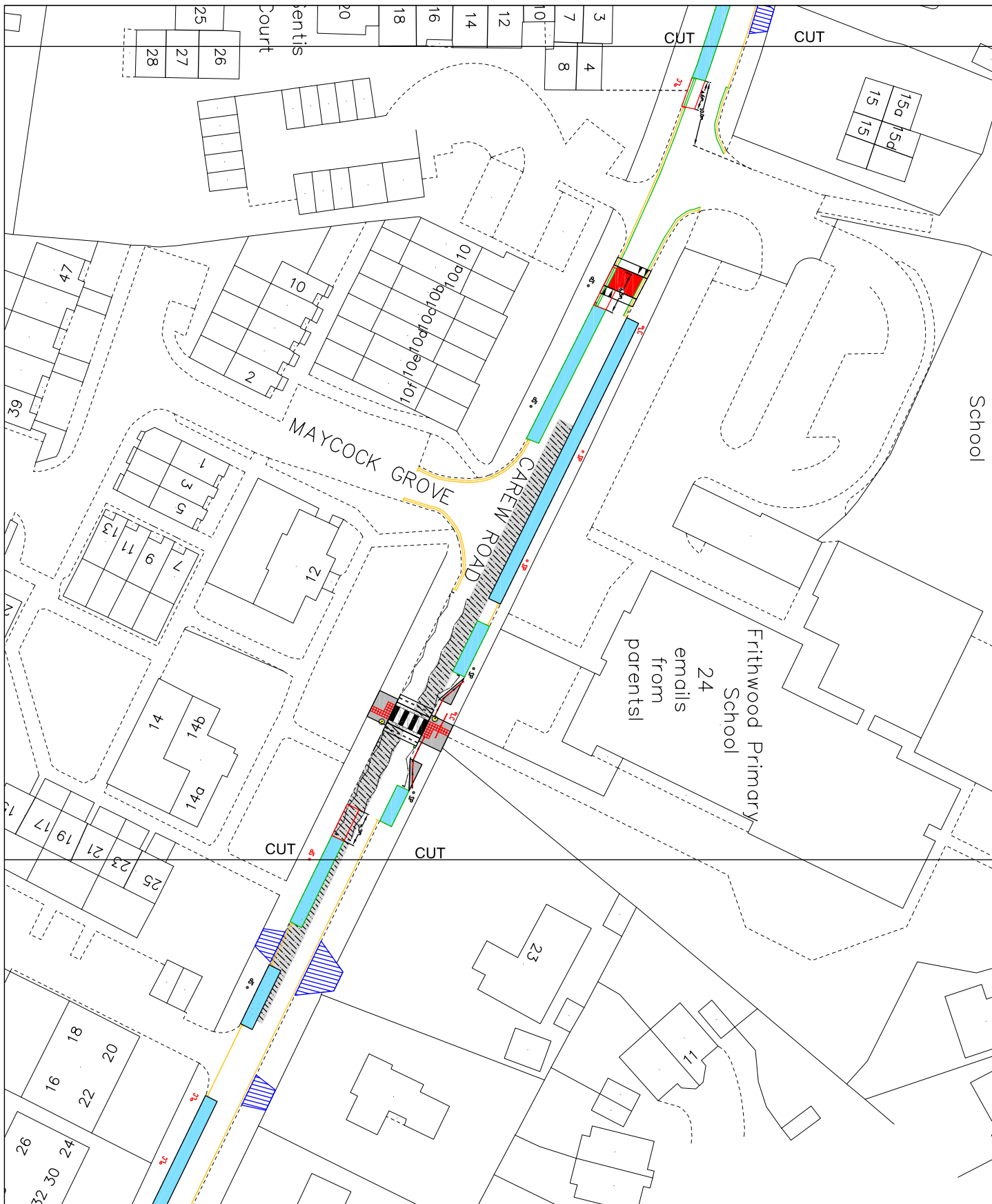
Project
Carew Road, Northwood

Description
Proposed traffic calming measures and 20mph zone

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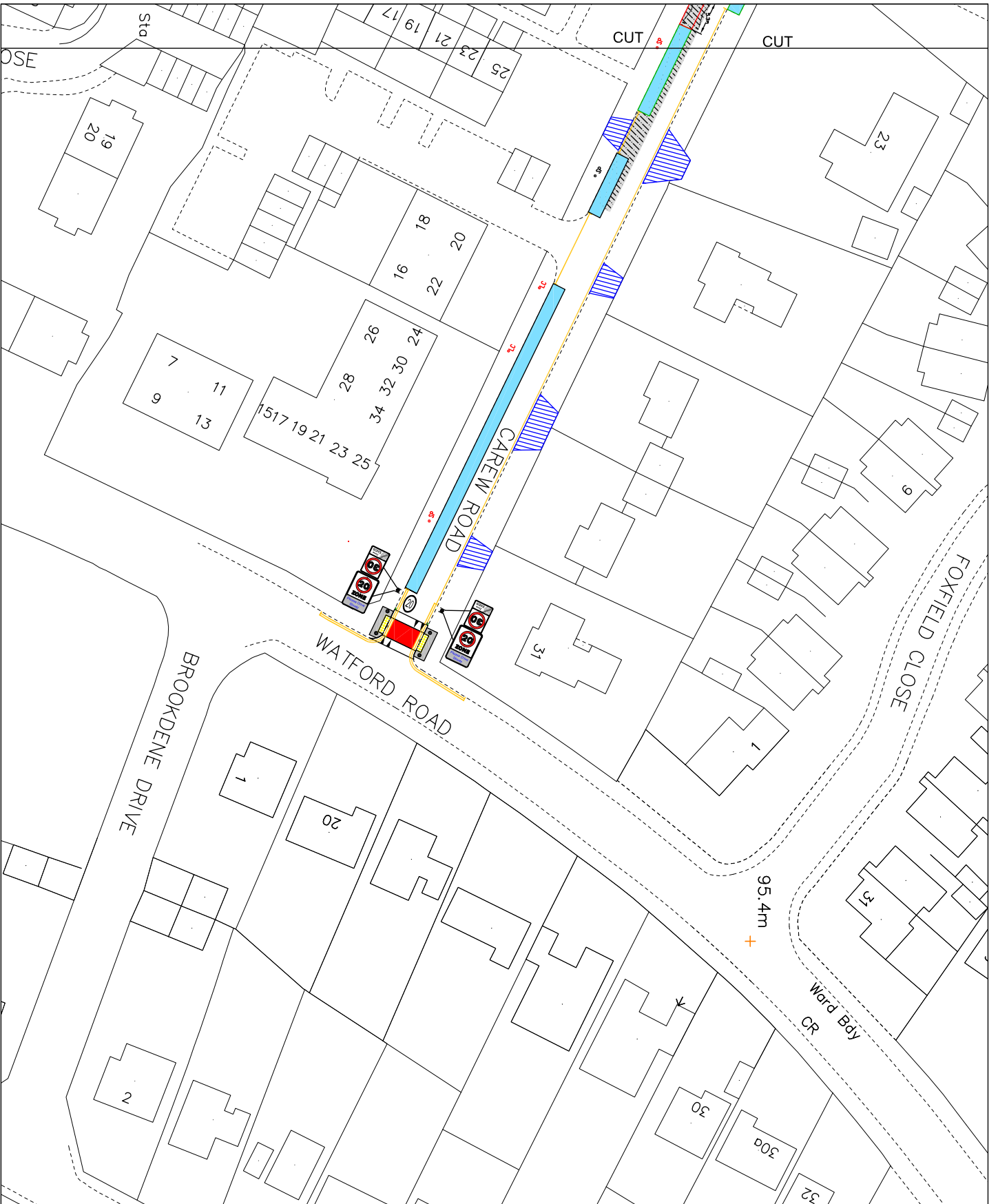
HILLINGDON
LONDON

Project
Carew Road, Northwood

Description
Proposed traffic calming measures and 20mph zone

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	NEW TACTILE PAVING
	NEW BOLLARD
	NEW 20mph ROUNDDEL
	NEW 20mph ZONE SIGN
	NEW 30mph SIGN
	NEW RAISED TABLE



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Project
Carew Road, Northwood

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Agenda Item 7

CAREW ROAD, NORTHWOOD- PETITION SUPPORTING THE PROPOSED TRAFFIC CALMING MEASURES

Cabinet Member(s)	Cllr Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation & Recycling
Officer Contact(s)	Caroline Haywood Planning, Environment, Education and Community Services
Papers with report	Appendices A - E
NOT FOR PUBLICATION This report contains confidential or exempt information	N/A

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that a petition has been received supporting the proposed traffic calming measures in Carew Road, Northwood. This must be considered by the Council before a final decision can be made on the proposal.
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 this report
Relevant Policy Overview Committee	Residents & Environmental Services
Ward(s) affected	Northwood

2. RECOMMENDATION

That the Cabinet Member:

1. Meets and discusses with petitioners their support for the proposed traffic calming measures for Carew Road.
2. Notes that two separate petitions have been received from residents, one against and one for the proposed traffic calming measures.
3. Notes the outcome of the informal consultation and the traffic surveys undertaken.
4. Subject to the concerns raised by petitioners asks officers to conduct a review of the proposed traffic calming measures under the Road Safety Programme and report back to the Cabinet Member.

Reasons for recommendation

To allow the Cabinet Member to discuss in detail with petitioners their support for the proposed traffic calming measures.

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 21 signatures has been submitted to the Council from pupils of St Helen's School, people who work at the school and a number of residents living in Northwood asking for the proposed traffic calming scheme with two zebra crossings to be installed. The lead petitioner states that *"I have been supporting road safety improvements in Carew Road since Oct 2010, following my 9 year old daughter being hit by a car, while holding my hand crossing Carew Road."*
2. Carew Road is within Northwood Ward and is mainly residential with entrances to two schools, Frithwood Primary School and St Helen's School. Carew Road is included in 'Northwood Parking Management Scheme, Zone N' and is operational from 1pm – 2pm Monday to Friday with designated parking areas. A plan of the area is attached as appendix A.
3. In 2010 the council received a request through the Council's Road Safety Programme for measures to improve crossing facilities and to slow traffic down. The request was from a parent of a pupil who attends St Helen's School and who was struck by a vehicle whilst crossing Carew Road close to its junction with Eastbury Road. St Helen's school and Frithwood Primary School have also undertaken studies with assistance from the Council, which looked at the travel pattern of pupils and examine ways to make more sustainable and safe journeys to school. A zebra crossing and traffic calming measures were key elements of both their School Travel Plans.
4. The Transport for London (TfL) funded "School Travel Plan" (STP) programme is a road safety based initiative that draws upon school concerns to develop measures that benefit pupils in their journey to and from school. All schools in Hillingdon that participate in the STP programme, with help from the Council's Road Safety and School Travel Plan Team, generate their own action plans which are used as the basis for bids to TfL for funds for road safety engineering projects.
5. Officers undertook an investigation into the feasibility of installing traffic calming measures in Carew Road and met with parents and the Deputy Head of St Helen's School. As part of the investigation a parking stress survey was undertaken and officers observed that outside the operational time there were six permit holders and 11 non permit holders parked within the bays and during 1pm and 2pm seven permit holders were parked within the bays.
6. During site visits at the morning peak, vehicles were observed parking as close as possible to both of Frithwood Primary School gates on both sides of the road. These vehicles

were restricting vehicle flows, access for through traffic and particularly outside the pedestrian entrance parked vehicles severely reduced the visibility of children crossing the road. Outside of these hours the road is clear with very little evidence of parked vehicles.

7. A proposal was designed to introduce a 20mph speed limit, two raised zebra crossings (one outside each school), five raised tables along the length of Carew Road, 'at any time' waiting restrictions on the vehicle entrance to Frithwood Primary School and a reduction to five of the existing residents parking places. A plan of the proposal is attached as Appendices B - C.

8. The council then undertook an informal consultation from 3rd – 24th April 2012 with the residents of Carew Road and Maycock Grove on the proposed scheme.

9. The results of the informal consultation were as follows:

Road	Fully support	Fully Disagree	20mph only	zebra only	No. Delivered	No. Returned
Carew Road	13	14	3	1	66	31
Maycock Grove	10	4	2	1	29	14
Viceroy Court	0	4	3	0	24	4
Gladesmere Court	4	1	0	2	15	5
Watford Road	1	1	0	0	4	2
Sentis Court	2	3	3	5	28	5
Total	30	27	11	9	166	61

10. The council also received 24 emails from parents of Frithwood Primary School in support of the proposed scheme. Seven of these parents walk their children to school and other parents would like to walk but feel it is unsafe at present.

11. The comments received during the consultation showed a narrow majority of residents as a whole supported a scheme of some kind, but views were evenly divided in Carew Road. Some residents agreed with a 20 mph speed limit but not the raised tables.

12. The council undertook a 24hour / seven day speed and volume survey from 11th – 24th June 2012. The survey equipment was damaged in the eastern end of Carew Road and was left in place for a further week. The results of the survey showed that the majority of vehicles were travelling between 20 and 30 mph. However, it did show there are vehicles exceeding the 30mph speed limit. Vehicles were found to be travelling faster in the Eastbury Road end of Carew Road. There were on average between 500 and 600 vehicles using Carew Road every day in each direction during the week, with between 200 and 300 vehicles at the weekend. The results show that some form of traffic calming measures would benefit Carew Road by helping to reduce vehicle speeds overall.

13. The police reported personal injury accident data records for the 36 month period ending March 2012 shows there have been two accidents. One accident was at the junction of Carew Road with Eastbury Road, where a vehicle taking a pupil to school hit a child who was crossing Eastbury Road while it was turning right out of Carew Road. The second accident occurred in Carew Road by Frithwood School, where a child broke away from the parent's hand and ran into the road and collided with a car.

14. It is understood that the petition in favour of the proposals has arisen partially as a result of the separate petition against installing traffic calming measures and two zebra crossings. This second petition was signed by residents of Carew Road who have requested that the scheme be dropped. The counter petition against the proposed traffic calming measures and zebra crossings in Carew Road, is reported separately.

15. In light of the fact that there are two petitions expressing opposing views, it is suggested that the Cabinet Member meets with both sets of petitioners to establish if there is common ground and to help inform his separate deliberations on the proposal. The Cabinet Member may in particular value the knowledge and views of the local Ward Councillors.

Financial Implications

There are none associated with the recommendations to this report, as feasibility studies can be undertaken with in house resources. However if the Cabinet Member subsequently considers the introduction of a scheme suitable funding will need to be identified.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

The recommendations will identify the extent of the petitioners concerns and look at possible solutions to mitigate these.

Consultation Carried Out or Required

The informal consultation was carried out from 3rd – 24th April 2012. Ward councillors have also been consulted and are in support of the proposal.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and concurs with the financial implications set out above.

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.

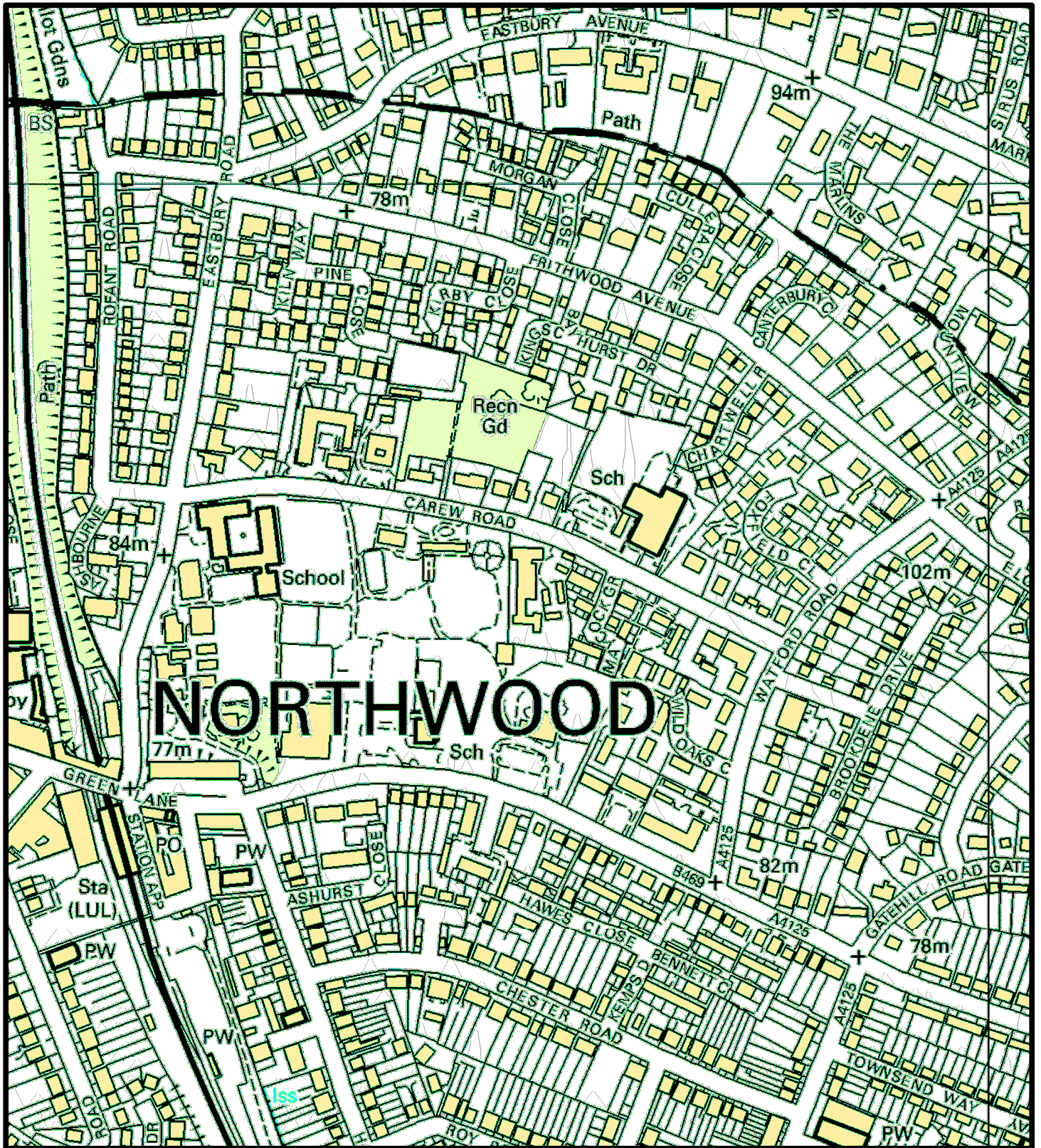
Corporate Property and Construction

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

6. BACKGROUND PAPERS

- Consultation letter 3rd April 2012
- Petition received: 25th April 2012
- Speed data results: 11th – June 2012
- Counter petition received : 19th June 2012

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Area Plan

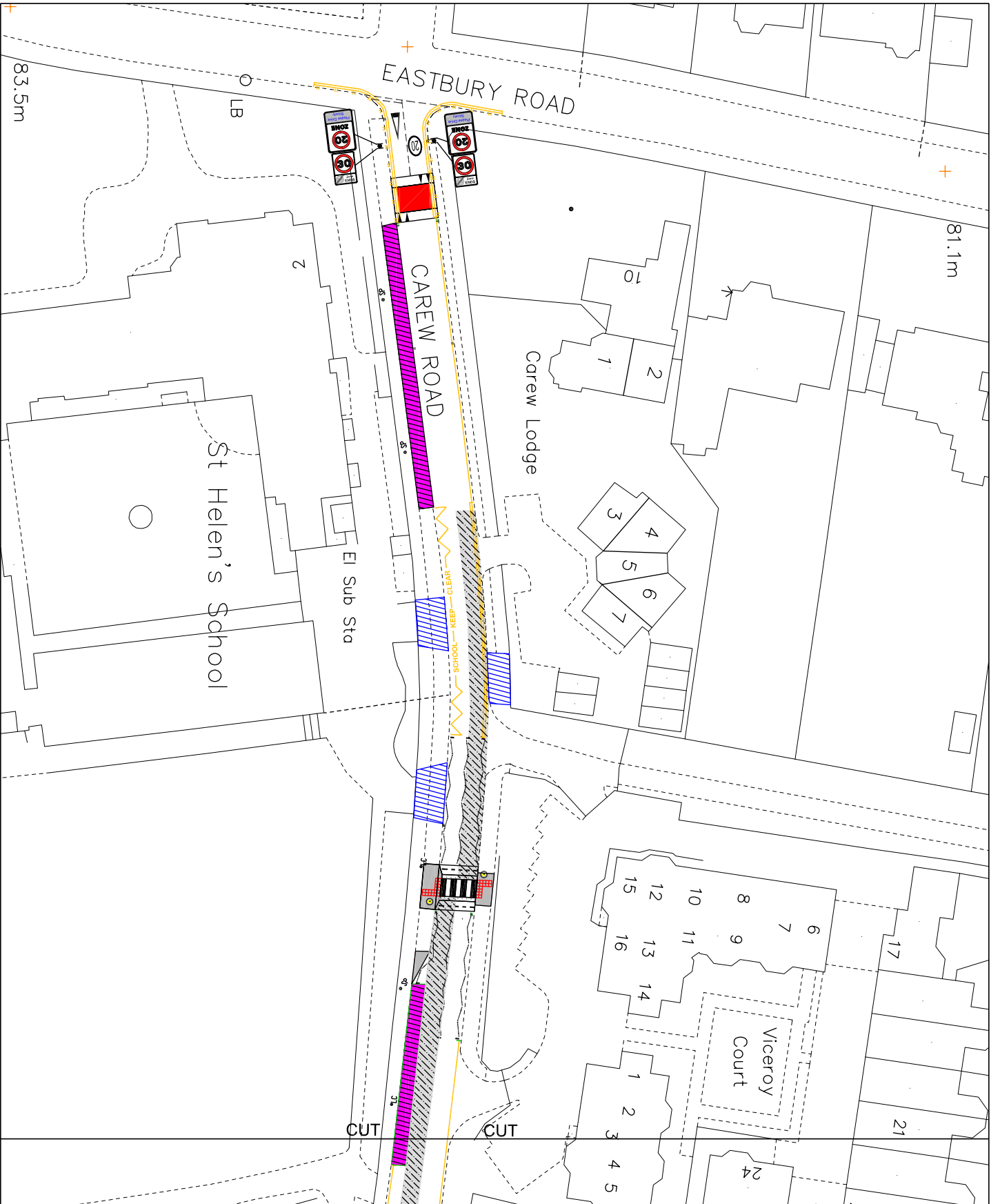
Appendix A

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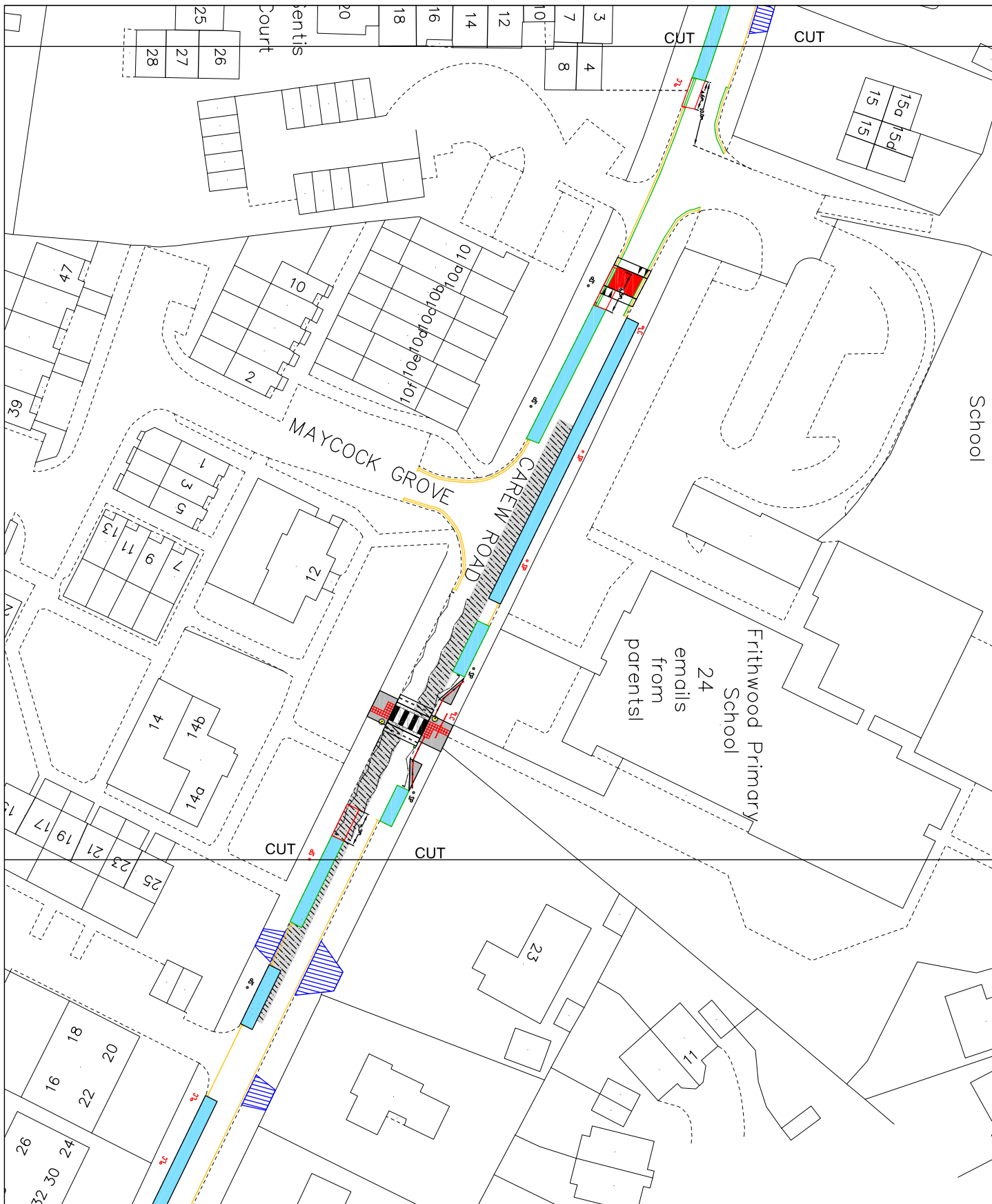
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