



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

Date: WEDNESDAY, 12
DECEMBER 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
reports can be made available
in other languages, in braille,
large print or on audio tape.
Please contact us for further
information.**

Published: Tuesday, 4 December 2012

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This Agenda is available online at:
<http://modgov.hillingdon.gov.uk/ieListMeetings.aspx?CId=252&Year=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	Petition requesting traffic calming measures in Park Lane, Hayes	Charville	1 - 6
4	7pm	Petition requesting traffic calming measures in Chesil Way, Hayes	Charville	7 - 12
5	7.30pm	Petition requesting traffic calming measures in Copperfield Avenue, Hillingdon	Brunel	13 - 22
6	7.30pm	Petition objecting to proposed parking restrictions in Cranbourne Waye & Brookside Road	Yeading	23 - 32

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Agenda Item 3

PARK LANE / PARK ROAD / KINGSHILL AVENUE, HAYES - PETITION REQUESTING TRAFFIC CALMING MEASURES

Cabinet Member(s)	Cllr Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation & Recycling
Officer Contact(s)	Caroline Haywood Residents Services
Papers with report	Appendix A

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that a petition has been received requesting traffic calming measures in Park Lane, Park Road and Kingshill Avenue, Hayes
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	None associated with this report
Relevant Policy Overview Committee	Residents' & Environmental Services
Ward(s) affected	Charville

2. RECOMMENDATION

That the Cabinet Member:

- 1. Meets and discusses with petitioners their request for traffic calming measures in Park Lane.**
- 2. Subject to the concerns raised by petitioners and the results of recent speed surveys, considers instructing officers to add the request to the Road Safety Programme for further investigation into possible traffic calming measures when resources permit.**

Reasons for recommendation

The petitioners are concerned with the speed of vehicles 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, as the recommendations ask officers to gather further information before considering feasible solutions.

Policy Overview Committee comments

None at this stage

3. INFORMATION

Supporting Information

1. A petition with 29 signatures has been submitted to the Council under the following heading *'requesting a meeting with the Cabinet Member, for traffic calming measures to be introduced into Park Road, the length of Park Lane and with the possibility of including Kingshill Avenue. The unacceptable volume and speed of the traffic poses an imminent danger to all residents young and old alike.'*
2. The petition has been signed by residents of Park Lane, Haven Close and a police officer from Charville Safer Neighbourhood Team.
3. Park Lane is a residential road and is used as a secondary route to Hayes Park School and Kingshill Avenue shops. The primary route servicing the school is Lansbury Drive. From Park Lane there is access to Hayes Park Industrial Estate which comprises of five business units. Although this entrance is not used by lorries, it does provide access for cars and bicycles. Park Lane is split onto two sections by a roundabout leading to Balmoral Drive. Park Lane leads into Kingshill Avenue where the road bends at its most northerly point. A plan of the area is shown at Appendix A of this report.
4. Park Lane is a relatively wide road with vehicles allowed to park with two wheels on the footway since 1991 following a petition from residents. The road is heavily parked throughout the day even though a high number of properties have off street parking.
5. The police reported personal injury accident data records for the 36 month period ending in June 2012 shows there have been no accidents in Kingshill Avenue (between Park Lane and Frogmore Avenue), or Park Road (between Park Lane and Uxbridge Road) or Park Lane.
6. In response to previous requests for traffic calming measures in the southern section of Park Lane between Balmoral Drive and Park Road, the Council undertook an independent speed survey. Initial investigations showed vehicles were exceeding the speed limit in this section of Park Lane. The result of the survey showed that northbound the 85%ile speed was 35mph and southbound it was 38mph. This is the speed that 85 percent of vehicles are travelling at or below. Proposals for traffic calming were subsequently developed upon which the Council has informally consulted the residents of Park Lane between Balmoral Drive and Park Road.
7. As the petitioners appear to have referred to the full length of Park Lane, their input will allow the Council to establish to what extent the draft measures which are already under development could be extended along the remainder of Park Lane.

8. The Cabinet Member will be further aware that officers are in regular communication with counterparts within the Police 'Safer Neighbourhood Team' (SNT) who are able to investigate issues of community concern and share their findings with the Council. This report will be shared with the Charville SNT and their further input sought in the development of any measures deemed appropriate under the Road Safety Programme.

9. The Cabinet Member may wish to ask the petitioners to suggest any measures they feel would be supported by residents.

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?

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

Consultation Carried Out or Required

No further consultations have been carried out as a result of this petition.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and confirms that there are no direct financial implications arising from the recommendations 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, 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. 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 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

No comments at this stage

Relevant Service Groups

6. BACKGROUND PAPERS

- Petition received: 14th June 2012



Area plan

Date July 2011

Scale 1,5000

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Agenda Item 4

CHESIL WAY, HAYES - PETITION REQUESTING RESIDENTIAL PARKING

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that a petition with 25 signatures has been received from residents requesting residential parking in Chesil Way, Hayes.
Contribution to our plans and strategies	The request can be considered as part of the Council's strategy for on-street parking.
Financial Cost	There are no financial implications to this report
Relevant Policy Overview Committee	Residents' & Environmental Services
Ward(s) affected	Charville

2. RECOMMENDATION

That the Cabinet Member:

- 1. Meets and discusses with petitioners their request for residential parking in Chesil Way.**
- 2. Subject to the outcome of the discussions with petitioners and if appropriate, asks officers to add the request to the Council's overall parking programme so subsequent investigations can be carried out when resources permit.**

Reasons for recommendation

The petition hearing will provide a valuable opportunity to hear petitioners' 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 25 signatures has been submitted to the Council requesting residential parking in Chesil Way, Hayes. In a covering letter the lead petitioner stated the following:-

"I am submitting this petition on behalf of the residents in Chesil Way UB4 who are subjected to vehicles parking in Chesil Way blocking the access way for the older residents and emergency vehicles from gaining access to the properties.

Therefore we are requesting a hearing with the Cabinet Member for a traffic management system to be introduced in Chesil Way".

2. Chesil Way lies parallel to Kingshill Avenue in Hayes and is a 'no through' road consisting of 30 residential properties. The location of Chesil Way is shown in the plan attached as Appendix A to this report. There is currently unrestricted parking on both sides of Chesil Way except for 'At any time' waiting restrictions at its junction with Lansbury Drive and a disabled person's parking bay on the carriageway fronting No. 10 Chesil Way.

3. The petition does not make it clear what type of parking restrictions the residents would prefer to see implemented in Chesil Way but it would appear there is strong support for some type of managed parking. It is therefore recommended that the Cabinet Member meets with petitioners to discuss their concerns in more detail and subject to the outcome asks officers to add the request to the Council's overall parking programme so subsequent investigations can be undertaken.

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.

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 with parking in Chesil Way, Hayes.

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 recommendations 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 or construction implications at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition from residents of Chesil Way, Hayes, dated 13 June 2012.

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APPENDIX A



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COPPERFIELD AVENUE, UXBRIDGE- PETITION FOR TRAFFIC RESTRICTION/TRAFFIC CALMING

Cabinet Member(s)	Cllr Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation & Recycling
Officer Contact(s)	Sophie Bernacki Residents Services
Papers with report	Appendix 1. Location Plan Appendix 2. Site Photographs

1. HEADLINE INFORMATION

Summary	To advise the Cabinet Member that a petition has been received from the residents of Copperfield Avenue, Hillingdon requesting measures to be put in place to stop persistent anti social behaviour by drivers.
Contribution to our plans and strategies	The petition will be considered within the context of the Council's Sustainable Community Strategy and Local Implementation Plan including the transport strategy and road safety strategy
Financial Cost	There are no financial implications of this report at this stage.
Relevant Policy Overview Committee	Residents' & Environmental Services
Ward(s) affected	Brunel

2. RECOMMENDATION

That the Cabinet Member:

- 1. Meets with and listens to the petitioners concerns regarding anti-social behaviour by drivers along Copperfield Avenue and their request for traffic restriction / calming measures.**
- 2. Subject to the above, asks Officers to undertake a 24/7 traffic volume and speed survey, with the location of the survey to be agreed with the petitioners.**
- 3. Subject to the above, asks officers to consider the petitioners' suggestions, undertake further studies and report back to him.**

4. Asks Officers to liaise with the local police Safer Neighbourhood Team with regard to the allegations of antisocial behaviour by drivers.

Reasons for recommendation

To give the Cabinet Member the opportunities to discuss in detail the petitioners' concerns. To investigate in further detail the request of the petitioners.

Alternative options considered / risk management

Options will be discussed with the petitioners.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 20 signatures has been submitted to the Council under the following heading:

'We the undersigned, call upon Hillingdon Borough Council to introduce permanent traffic calming measures in Copperfield Avenue, UB8 3NU by road narrowing and yellow lines to deter traffic flow and anti-social behaviour, prevent cars waiting and parking, and restrict traffic speed.'

2. Copperfield Avenue, Colham Green, Hillingdon is a residential 'no through road' which is 390 metres in length, with a north/ south orientation. Public highway access to Copperfield Avenue is from Pield Heath Road only. The majority of the road provides footway parking which is for permit holders only, operating Monday to Friday 9am – 5pm. The remainder has either single yellow lines or keep clear markings. At the far end of the Avenue there are double yellow lines to ensure that the space is clear for vehicles needing to turn around. It should be noted that there have been no recorded personal injury traffic accidents in the past three years up to April 2012.

3. There are sixty two residential properties on Copperfield Avenue. It should be noted that the signatures on the petition all come from households at the beginning of the street, the southern most section and none of the addresses of signatories are higher in number than 16. This may indicate that the terms of the petition are only supported by residents living at the southernmost end of the street. It is not known whether the petitioners' views are shared by residents living further along Copperfield Avenue.

4. There is an adopted access road between Copperfield Avenue and Colham Road for use by pedestrians only. There are bollards half way along to prevent vehicles using this access road. There is no parking permitted in this location. The quality of the access road is not appropriate for a highway access suitable to accommodate vehicles.

5. The letter accompanying the petition states:

'Several ideas have been suggested before; making the road one-way or blocking off entry from Pield Heath Road, allowing only access to the shops. Both of these would require the formal use of the access road to Colham Road. Another popular suggestion was to make the road 'Access for Residents' only, but it appears that this cannot be enforced. However, recently it came to our notice, after Thames Water Contractors were in the road for two weeks, that by restricting the road width (they restricted it outside numbers 1 and 3), the problems ceased. We therefore request that a permanent, road restriction be planned and installed at these points and other associated restrictive measures, such as waiting for right of way vehicles outside number 2 to combat any anti social behaviour by the corner of the shops.'

The following options discussed in turn below are those outlined within the letter accompanying the petition.

6. **One-way operation / Blocking off entry from Pield Heath Road:** as stated within the petition, either of these actions would require the use of the access road between Copperfield Avenue and Colham Road. This road whilst adopted public highway is too narrow and not suitably surfaced to carry heavy traffic levels and so cannot be recommended.

7. The Cabinet Member will also be aware that when one way working is introduced there is often an increase in traffic speed as drivers no longer expect to meet any vehicles travelling towards them.

8. Either of these measures would also increase the volume of traffic using Colham Road. Colham Road itself is physically blocked off from traffic at Pield Heath Road by a section of footway and bollards which only allow access for pedestrians and pedal cycles. This results in access to Colham Road being restricted to Royal Lane only. Blocking off entry to Copperfield Avenue from Pield Heath Road would therefore result in a considerable detour for residents along Copperfield Avenue and increased traffic pressure on Royal Lane.

9. **Access for residents only:** as acknowledged in the petition letter, making the road access only for residents is unenforceable.

10. **Road width restriction:** it has been suggested that introducing a width restriction along Copperfield Avenue would curb the anti social driving behaviour being experienced.

11. Local residents have suggested that this restriction be outside house numbers one and three. Should a width restriction be put in place, however, people driving out of Copperfield Avenue would be required to give way to those entering the road. This is in order to ensure that there are no queues forming back onto the Copperfield Avenue/Pield Heath Road junction. Initial desktop investigations indicate that there could be scope to provide a width restriction but it could potentially result in a significant loss of parking for residents and would restrict access to the driveways to some properties.

12. Width restrictions of this kind are usually five metres in length and finding a suitable location for it would be difficult. It could not be located too close to the junction with Pield Heath

Road and further north along the road most properties have dropped kerbs. It is likely that at least two properties would have access to their driveways severely restricted.

13. In 2009 there was a request by residents for road signs to be installed such as 'No turning beyond this point' or 'No delivery vehicles beyond this point'. As the Cabinet Member will be aware, all traffic signs used on the Public Highway must be compliant with National traffic sign design standards, and unfortunately the signs suggested by residents would not have been compliant. Consequently it was not possible to carry forward these suggestions.

14. Residents also requested an 'Access Only' sign for the access road between Copperfield Avenue and Colham Road in February 2008. Unfortunately, this request similarly does not comply with the regulations for signage on the public highway.

15. Officers did undertake a further assessment in 2011 following a request from a resident, but it was found that there was very low traffic flow and all vehicles which were observed with speed measuring equipment were found to be travelling under the speed limit for the road (currently 30mph).

16. The Council no longer introduces some forms of 'vertical' traffic calming such as round-topped speed humps, but does consider flat topped speed tables where the circumstances justify their use and there is also support from a majority of those residents affected. The installation of 'horizontal' traffic calming devices such as islands, width restrictions or chicanes can be considered but as noted above, these often result in significant loss of parking, which in residential roads like Copperfield Avenue may be unpopular.

17. The Cabinet Member will be aware that the Council has a road safety suggestion programme which is designed to address concerns of interest to local residents. The Cabinet Member may therefore wish, after hearing from the petitioners, to consider instructing Officers to undertake further investigations into possible options and to report their findings back to him.

18. The Cabinet Member will be further aware that the Council sometimes commissions special 24/7 traffic surveys to establish the volume and speed of traffic in a particular location. These surveys can provide evidence to support the case for any traffic calming measures. The Cabinet Member may therefore wish to consider instructing Officers to commission such a survey in Copperfield Avenue with the location of the survey to be agreed with the petitioners, reporting the survey results back to him and Ward Members.

19. Due to the petitioners' explicit reference to anti-social behaviour by drivers, the Cabinet Member may also wish to instruct Officers to liaise with the local police 'Safer Neighbourhood Team' (SNT) with regard to these allegations of antisocial behaviour. Further investigation by the SNT could potentially lead to some enforcement action and if appropriate support the case for further measures.

Financial Implications

None at this stage.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

It will allow for consideration of petitioners' concerns over the anti social behaviour and detailed design and consultation on proposed measures.

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

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

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

Corporate Property and Construction

None at this stage.

Relevant Service Groups

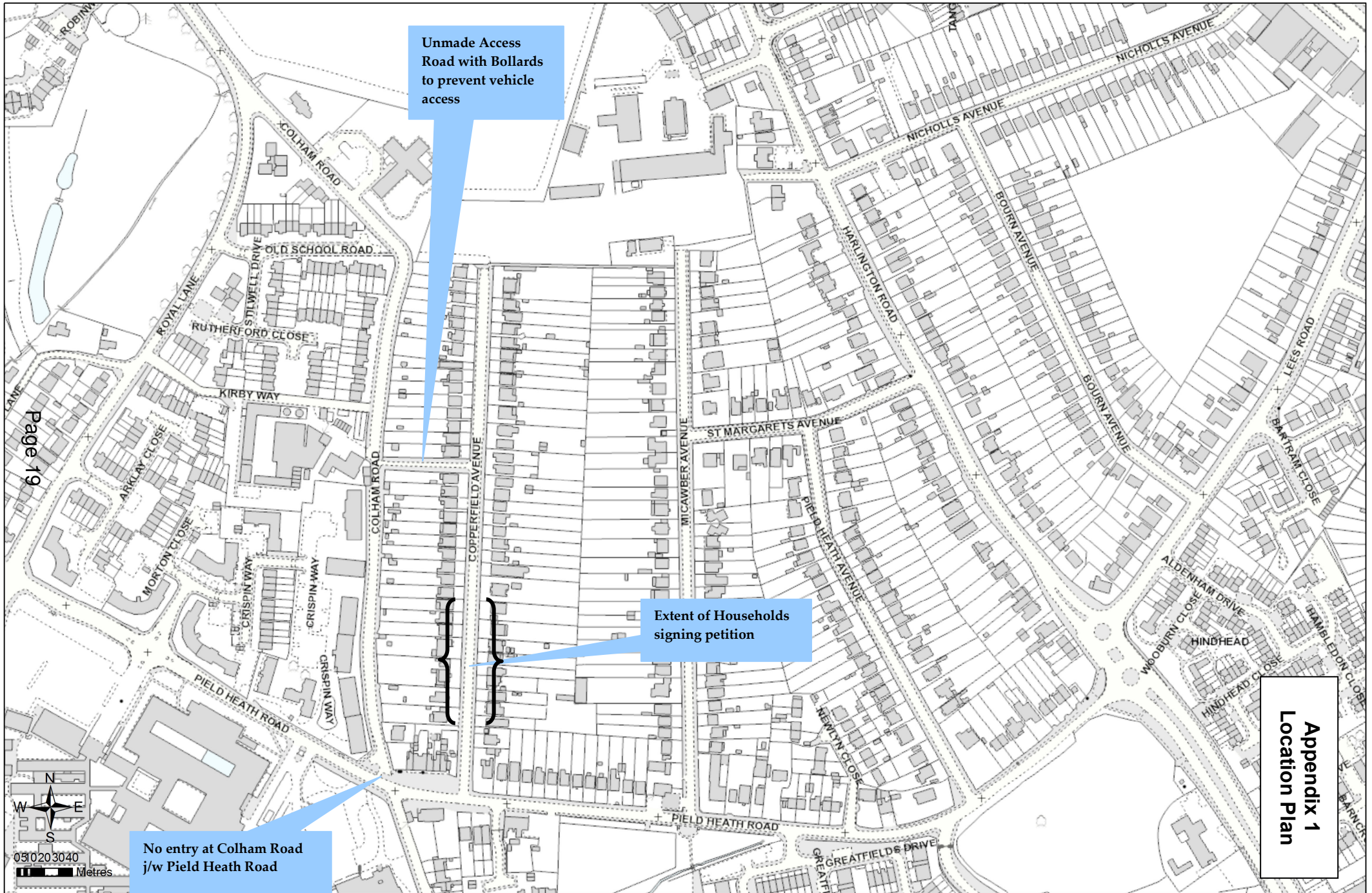
None at this stage

6. BACKGROUND PAPERS

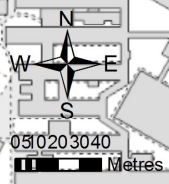
Petition Report received, date 9th July 2012.

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Copperfield Avenue - Location Plan



Page 19



No entry at Colham Road
j/w Field Heath Road

Unmade Access
Road with Bollards
to prevent vehicle
access

Extent of Households
signing petition

Appendix 1
Location Plan

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Copperfield Avenue Photographs



Left: View Southbound from the middle of Copperfield Avenue

Right: Some residents close to the junction with Field Heath Road appear to have put out cones to try to deter people parking and blocking them in. This is not legally permitted



Left: The street sign clearly shows that Copperfield Avenue is a no through road.

Right: General location which is suggested by residents for a width restriction. This would lead to potential loss of driveway access.



Left: Access Road between Copperfield Avenue and Colham Road

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Agenda Item 6

BROOKSIDE ROAD / CRANBORNE WAY, HAYES - PETITION OBJECTING TO THE PROPOSED WAITING RESTRICTIONS

Cabinet Member(s)	Cllr Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation & Recycling
Officer Contact(s)	Caroline Haywood Residents Services
Papers with report	Appendices A, B & C

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that a petition has been received objecting to the proposed waiting restrictions on the junction of Brookside Road and Cranborne Way, Hayes
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 no financial implications to this report.
Relevant Policy Overview Committee	Residents' & Environmental Services
Ward(s) affected	Yeading

2. RECOMMENDATION

That the Cabinet Member:

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

Reasons for recommendation

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

Alternative options considered / risk management

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

Policy Overview Committee comments

None at this stage

3. INFORMATION

Supporting Information

1. A petition with 22 valid signatures has been submitted to the Council under the following heading '*Objection to waiting restriction Brookside Road Hayes and Cranborne Waye Hayes*'.
2. Brookside Road and Cranborne Waye are residential roads within Yeading Ward. Brookside Road is the main road access in and out of the estate of nine roads. There is one other access via a slip road on to the Uxbridge Road, but this is rarely used as it does not enable vehicles to turn right across the Uxbridge Road, which is a dual carriageway. At the end of Brookside Road there is a community centre. A plan of the area is shown on Appendix A.
3. In September 2007 the Council received a request from a local ward Councillor for waiting restrictions on all the junctions with Brookside Road. A proposal was developed as shown on Appendix B of this report. The residents directly affected were informally consulted and in November 2007 a petition was received objecting to the proposed 'at any time' waiting restrictions on all the junctions with Brookside Road. This was heard at a petition hearing on 21 May 2008. The decision was made to keep Brookside Road with Cranborne Waye and Dorchester Waye under review and install waiting restrictions on all the other junctions with Brookside Road.
4. The Council has since received a request in August 2011 from a resident of Brookside Road through the Council's Road Safety Programme for measures to remove obstructive parking on the Junction of Brookside Road with Cranborne Waye. Council officers visited the site and parking was observed taking place on the junction, restricting visibility for vehicles exiting Cranborne Waye, increasing the risk of accidents. Visibility of southbound vehicles on Brookside Road in particular was observed to be a problem, as vehicles were observed parking continuously from Cranborne Waye on the west side of the road. This reduced sight lines, forcing vehicles to enter fully into the road before being able to see oncoming vehicles.
5. Consequently it was proposed to install 'at any time' waiting restrictions on the junction of Brookside Road with Cranborne Waye for lengths of 10 and 12 metres respectively to improve road safety and visibility. The proposed restrictions are shown on the plan attached as Appendix C of the report.
6. The proposals were subject to the usual statutory consultation procedures. A notice of intent was advertised from 11th July - 1st August 2012. During the public consultation period the present petition was received.
7. The petition has been signed by residents of Brookside Road and Uxbridge Road. The petitioners state '*This restriction of waiting prohibited "at any time" on these roads was proposed*

before and was dropped upon representation from the residents. Now this has been brought up again. We still consider it unnecessary. Cranborne Way at the entry from Brookside Road is very wide and after parking more than enough space is left for the vehicles to enter or come out. It will be unnecessary loss of parking spaces to the residences and local business community. Therefore we request you again not to put any waiting restrictions on these roads.'

8. The previous proposal in 2007 included the junction of Brookside Road with Dorchester Way and in front of No's 5 – 13 Brookside Road. This area is not included in this proposal and vehicles will still be able to park in this area.

9. The Cabinet Member will be aware of the Highway Code 2007, rule 243 which states 'do not stop or park opposite or within 10 metres (or 32 feet) of a junction, except in an authorised parking space.'

10. The Cabinet Member will also be aware the Council has agreed to improve the pedestrian crossing facilities on the junction of Brookside Road with Cranborne Way by installing dropped kerbs and tactile paving.

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

Financial Implications

There are 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 concerns of petitioners to be taken into account with all other representations that have been made to the council regarding the proposed waiting restrictions.

Consultation Carried Out or Required

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

5. CORPORATE IMPLICATIONS

Corporate Finance

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

Legal

By virtue of part 1 Road Traffic Regulation Act 1984 the Council has the power to make an order for controlling or regulating traffic prescribe the places in streets where vehicles may or may not wait either generally or at particular times. Before making a decision the Council must

follow the consultation procedure set out in part II The Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996.

Part II The Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996 provides that any person may object to the making of an order by the date specified in the notice of proposals or, if later, the end of the period of 21 days beginning with the date on which the Council has complied with all the requirements of regulation 7.

Section 122 Road Traffic Regulation Act 1984 provides that the Council must exercise its functions in order to secure the expeditious, convenient and safe movement of traffic. The Council must balance this duty against any objections raised to the proposals.

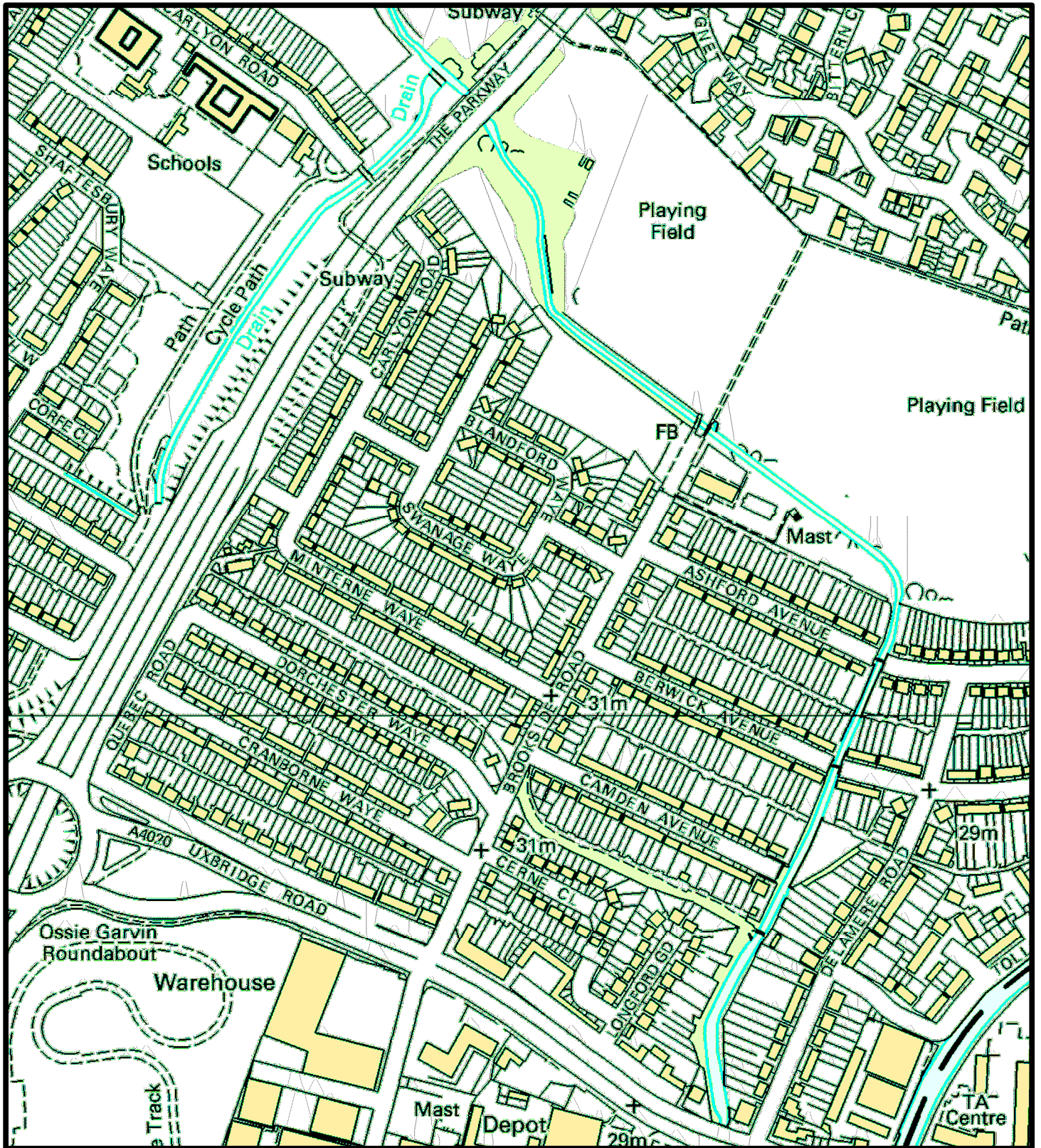
Corporate Property and Construction

No comments at this stage.

Relevant Service Groups

6. BACKGROUND PAPERS

- Petition received : November 2007
- Petition hearing : 21st May 2008
- Traffic order advertised : 11th July 2012
- Petition received: 6th August 2012



Area Plan

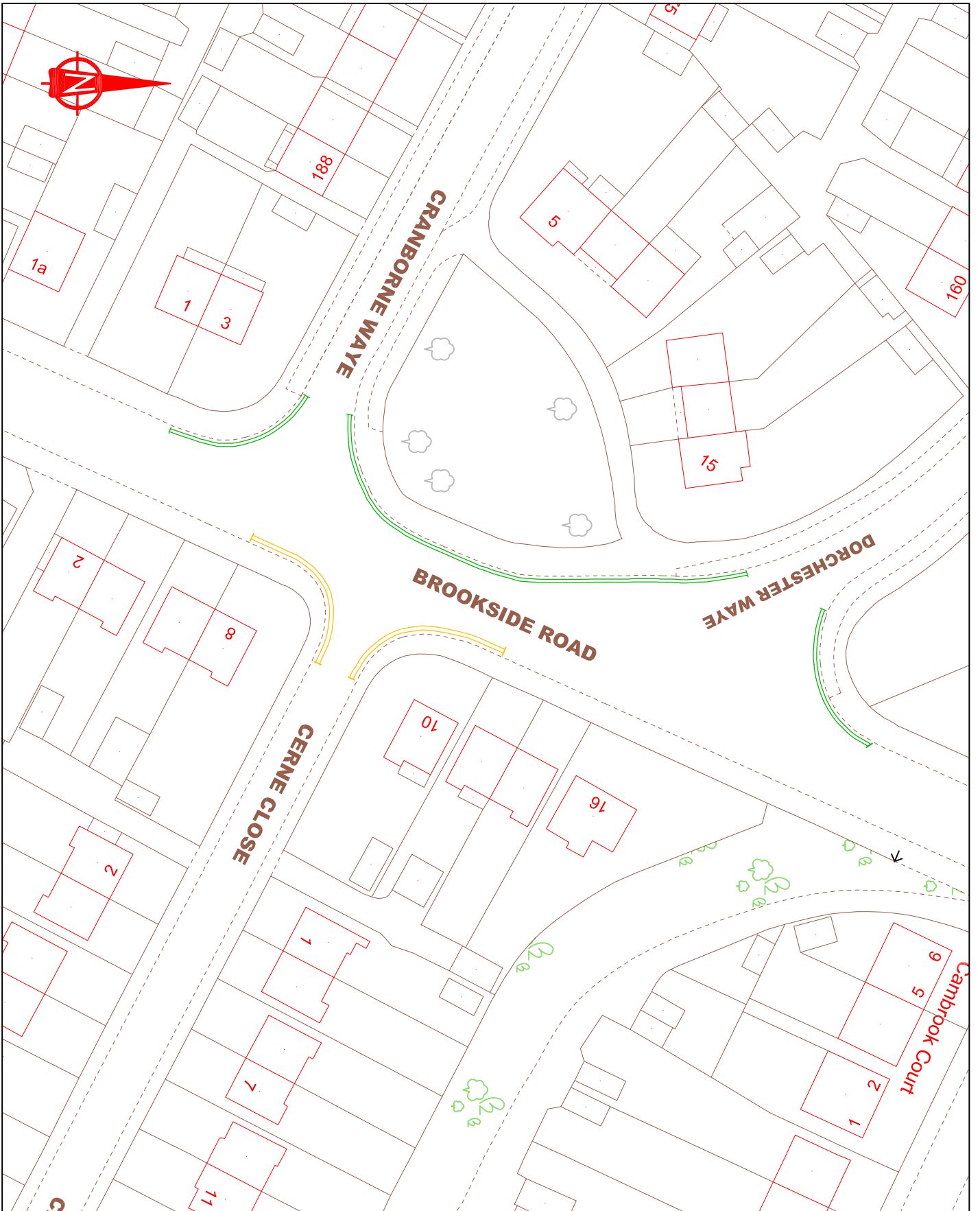
Appendix A

Date: November 2012

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Notes:

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

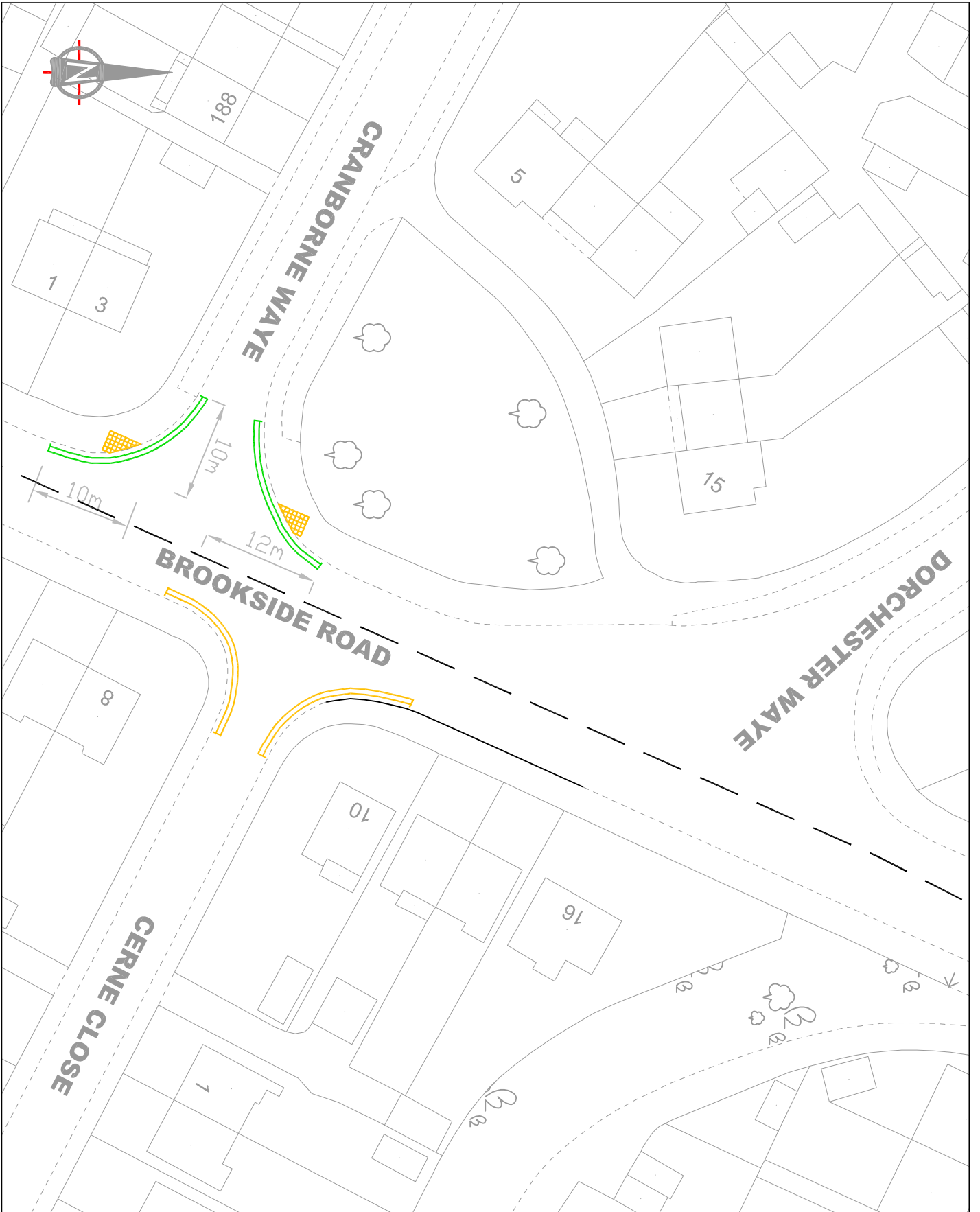
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 London Borough of Hillingdon 100019285 2012



Project
 Road Safety Programme

Description Brookside Road with Cranborne Way and Dorchester Way, Hayes	
Scale NTS	Drawn CF
Project No. A4	Checked 09/07
Drawing No.	Date

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KEY:

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

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Project:
Road Safety Programme

Description:
Brookside Road / Cranbourne Way.

Hillingsdon		Checked (Initials/Date)	
Scale	Drawn	Checked (Initials/Date)	
M1:S	CH	11/12	
Project No.	Drawing No.	Rev.	
A4			

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