



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

Date: WEDNESDAY, 22 MAY 2013

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, 14 May 2013

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INVESTOR IN PEOPLE

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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.
- 3 Hillside Road, Northwood Hills.
- 4 Lymington Drive and Lysander Road, Ruislip
- 5 Longmead Road, Hayes
- 6 Grosvenor Avenue, Hayes

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HILLSIDE ROAD, NORTHWOOD - PETITION REQUESTING TRAFFIC CALMING MEASURES

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition requesting traffic calming measures are introduced in Hillside Road, Northwood. A plan of the area is attached as Appendix A.
Contribution to our plans and strategies	The request can be considered as part of the Council's Road Safety Programme.
Financial Cost	The estimated cost to arrange speed and traffic surveys is approximately £90 per location.
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward(s) affected	Northwood Hills

2. RECOMMENDATION

That the Cabinet Member:

- 1. Meets and discusses with petitioners their request for traffic calming measures on Hillside Road;**
- 2. Subject to the outcome of the above, asks officers to arrange a speed and vehicle survey at locations suggested by the petitioners and report the results back to the Cabinet Member and local Ward Councillors.**
- 3. Subject to 1 and 2, asks officers to undertake further investigations under the Road Safety Programme and report back to him.**
- 4. Subject to the above, considers deploying one of the Council's Vehicle Activated Signs on Hillside Road.**

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

None at this stage.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 39 signatures has been submitted to the Council from residents who live in Hillside Road, Northwood under the following heading:

“We, the undersigned concerned residents of Hillside Road request Hillingdon Council introduce traffic calming measures, such as raised tables or sleeping policeman along our road to reduce speeding. We urge the Cabinet Member to act now before there is a serious or fatal accident which could have been prevented by positive, proactive traffic calming measures introduced by the Council.

2. Hillside Road is a predominantly residential road that links Northwood Way at its western end with Potter Street to the east where it meets the Borough boundary with Harrow. Hillside Road carries a significant proportion of through traffic between Pinner and Northwood and carries the H13 bus route. At the western end there is a seven foot wide width restriction in Northwood Way which helps prevent unnecessary large vehicle movements along Hillside Road. The winding alignment of the carriageway of Hillside Road also has significant horizontal and vertical gradients.

3. Accident data held by the Council, which only contain those involving personal injury and those which were reported to the Police. This data indicates that there have been two accidents classed as “slight” injuries in the three year period to December 2012, the latest month for which information is available. Both accidents occurred close to the junction with Potter Street Hill. The first involved a vehicle hitting a parked car and the second involved a vehicle turning left and hitting a pedestrian crossing the road.

4. Although neither of the recorded accidents are speed related and no accidents are recorded on the main section of the road, residents who have submitted the petition are clearly concerned with vehicle speeds along Hillside Road. It is therefore recommended that the Cabinet Member meets with petitioners and subject to the outcome of the above, decides if a 24/7 traffic volume and speed survey should be commissioned at locations identified with residents.

5. The Cabinet Member will be aware that traffic calming measures can be considered in a variety of forms, most of which include the construction of some kind of physical measures such as chicanes, raised table and similar measures. The Council no longer introduces the older style of round-topped road humps commonly known as “sleeping policeman” but does implement other kinds of traffic calming where there is both strong evidence of a need (based on surveys) and a majority of local support. The 24/7 survey would be of assistance in this process.

6. The Cabinet Member will recall that Hillside Road is on the programme of routes that benefit from Speed Indicator Devices which make drivers aware of the inappropriate speeds by “flashing” a warning message. If the Cabinet Member is minded to do so Hillside Road could be included again within the next phase of the programme. It is also suggested that officers liaise with the Northwood Hills Safer Neighbourhood Team as part of further investigations and to identify any appropriate enforcement actions.

Financial Implications

If the Cabinet Member agrees the recommendations in this report the cost of a 24/7 speed and traffic surveys are in the region of £90 per location and subject to the usual approvals could be funded from the Road Safety Programme budget. If any traffic calming measures are subsequently recommended a suitable funding stream would need to be identified.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

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

Consultation Carried Out or Required

None at this stage.

5. CORPORATE IMPLICATIONS

Corporate Finance

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, 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.

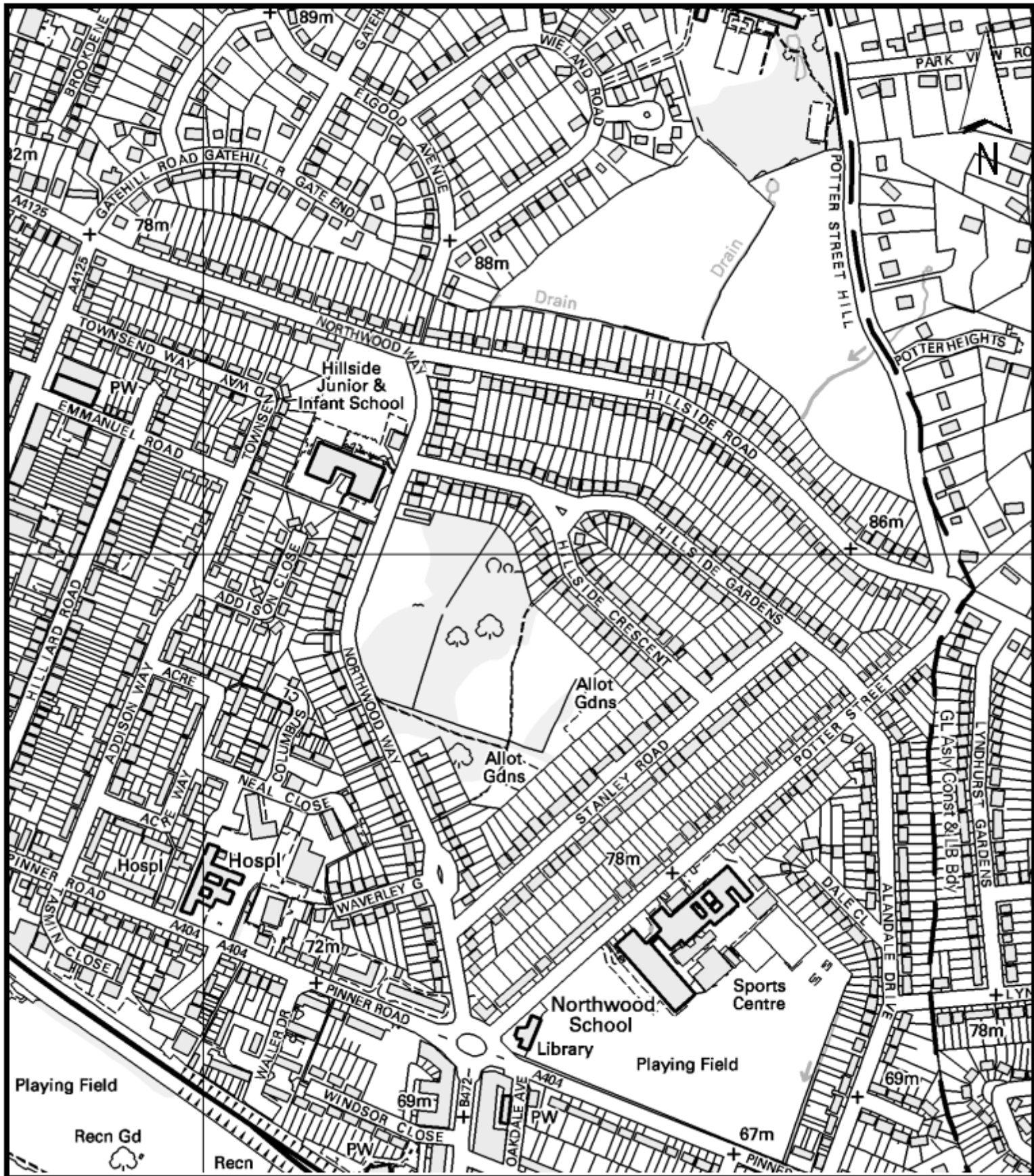
Should the outcome of the informal discussions with petitioners require that Officers include the Petitioners request in a subsequent review of possible options under the Council's Road Safety Programme and a consultation be carried out when resources permit there will need to be consideration of the 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

None at this stage

6. BACKGROUND PAPERS

Petition received requesting traffic calming measures in Hillside Road.



Hillside Road, Northwood - Location plan

Appendix A

Date April 2013

Scale 1:5,500

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Agenda Item 4

PETITION REQUESTING ONE WAY OR NO ENTRY RESTRICTION TO PREVENT TRAFFIC CUTTING THROUGH LYMINGTON DRIVE AND LYSANDER ROAD, RUSILIP

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation & Recycling
Officer Contact(s)	Kevin Urquhart, Residents Services
Papers with report	Appendix A

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that a petition has been received requesting a restriction on traffic from entering Lymington Drive and Lysander Road and travelling in a westerly direction towards Ickenham Road.
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	West Ruislip

2. RECOMMENDATION

That the Cabinet Member:

1. Meets and discusses with petitioners their concerns with traffic using Lymington Drive and Lysander Road as a cut through to Ickenham Road.
2. Notes that a part-time one-way street or no-entry restriction in these roads is not permissible in traffic law.
3. Subject to the concerns raised by petitioners, instructs officers to investigate the petitioners' concerns in greater detail as part of the Council's Road Safety Programme and to conduct a comprehensive 24-hour seven day traffic speed and volume survey.

Reasons for recommendation

Petitioners are concerned with the volume of vehicles using their roads as a cut through. The recommendations of this report will enable officers to investigate the extent of the problem by conducting speed and volume surveys. The results of the surveys will be reported back to local Ward Councillors and the Cabinet Member for further consideration and possible options.

Alternative options considered / risk management

Forms part of the recommendation of this report.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 68 signatures has been submitted to the Council with the following desired outcome:

'For the flow of traffic westwards along Lymington Drive or Northwards along Lysander Road to be restricted either permanently or between 0600 and 0900 Hours. By means of either a section of one-way road or making it a no-through road (access only), to enable the residents of this predominantly MOD owned area to travel to work in safety.'

The petition has been signed by predominantly by residents of the Lysander Road and adjoining roads as follows:

TOTAL	Lysander Road	Blenheim Crescent	Lymington Drive	Barnwood Close	Beaufort Road	West End Road	Gibson Rd	Bembridge Gardens
68	12	32	12	7	2	1	1	1

2. Lysander Road and Lymington Drive form part of a residential estate situated to the east of Ickenham Road and south of Wood Lane. As there is a route through this estate between these two roads, it forms an attractive short-cut to negate the wait experienced during the morning rush hour at the 'White Bear Roundabout' where Ickenham Road and Wood Lane meet.

3. A plan of the area is shown on Appendix A of this report which also shows the primary route through the estate that petitioners contend is being used as a cut through.

4. The Cabinet Member will be familiar with issues raised by residents living in roads being used as a cut through and will know that it is not an easy matter to solve without unduly impacting residents of neighbouring roads. Clearly any measures introduced will only be successful if they are acceptable to a clear majority of local residents.

5. The petitioners have highlighted the fact that the traffic flows appear to be at their highest levels during the morning peak period and accordingly have asked specifically for the specific measure of one-way working (or closure) in a direction opposing the dominant flow (thereby preventing the use of the road as a 'rat run' as at present) and for this to be in operation only at a certain time of day.

Cabinet Member Petition Hearing – 22 May 2013

6. The Cabinet Member will be aware that it is not permitted in National highway law for restrictions such as 'no-entry' or 'one-way working' to be operated on a part time basis, other than in special circumstances such as traffic-signal controlled tidal flow lanes. This is for logical road safety reasons as even if the law permitted such part-time working of a one-way system, it would clearly be difficult to sign it in a clear and unambiguous way, and there could be a significant risk of a head-on collision due to the confusion. On this basis the request for a part time one-way system regrettably cannot be pursued.

7. The Cabinet Member will also appreciate that whilst one-way working is feasible and can prove to be a useful traffic management tool in certain circumstances, there are two factors which also need to be borne in mind.

8. Firstly, whilst the introduction of one-way working or a point-closure would undoubtedly remove the attractiveness of the route west through Chichester Avenue, Lymington Drive and Lysander Road, this would also impact on the residents in adjacent roads such as, for example, Bembridge Gardens (with its links to Heron Court, Merlin Court, Kestrel Court and Falcon Court), Cordingley Road, Blenheim Crescent, Barnwood Close and Beaufort Road. A point no-entry at, say, the junction of Chichester Avenue and Wood Lane could lead to an increase in traffic flow in the western section of Chichester Avenue (near Seaford Close).

9. It may also be that the residents living at the end nearest the 'no entry' point may be unhappy at the lengthened access route via the White Bear roundabout, which such a change would undoubtedly create for them.

10. It is appreciated that the petitioners have already sought to canvas views in a number of these roads (as set out above) but it would be important to establish through consultation on any detailed proposals, that there is widespread support for such a change from the whole neighbourhood.

11. The second factor, which should be borne in mind, is that a side effect of the introduction of one-way working is usually an increase in average traffic speeds. Whilst the inconvenience and frustration of residents at the existing excessive traffic congestion and parking is appreciated, and the petitioner, in her covering letter, says that on the one hand cars are often '*backed up all the way down Lysander Road*' but on the other hand cars are said to be '*flying down these narrow roads*' this does presently take place in two-way streets.

12. With one-way working, drivers will invariably travel more quickly, in the certain knowledge that they will not meet any oncoming traffic. In order to counteract this, some form of traffic management often proves necessary in order to reduce speeds. There is a further risk that a one-way route eastbound could create a rat-running problem in the evening peak as drivers find a convenient route from Ickenham Road to Wood Lane, as they would be aware that they will not meet any opposing traffic flow.

13. The above points are set out in order to ensure that some of the factors involved in one-way working and point no entry restrictions are understood from the outset of any investigations. It is appreciated that the concerns raised by petitioners are genuine ones, which deserve further investigation and it will therefore be invaluable to hear from the petitioner whose evidence can inform any further investigations.

14. It is recommended therefore that the Cabinet Member discusses with petitioners their concerns and asks officers to add the request to the Council's Road Safety Programme. Officers can then conduct traffic surveys to establish the extent of the problem and subsequently report the results back to the Ward Councillors and the Cabinet Member for their further consideration, together with possible options.

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 recommendation will enable officers to conduct surveys and to look at possible solutions that will mitigate the petitioners 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 material 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.

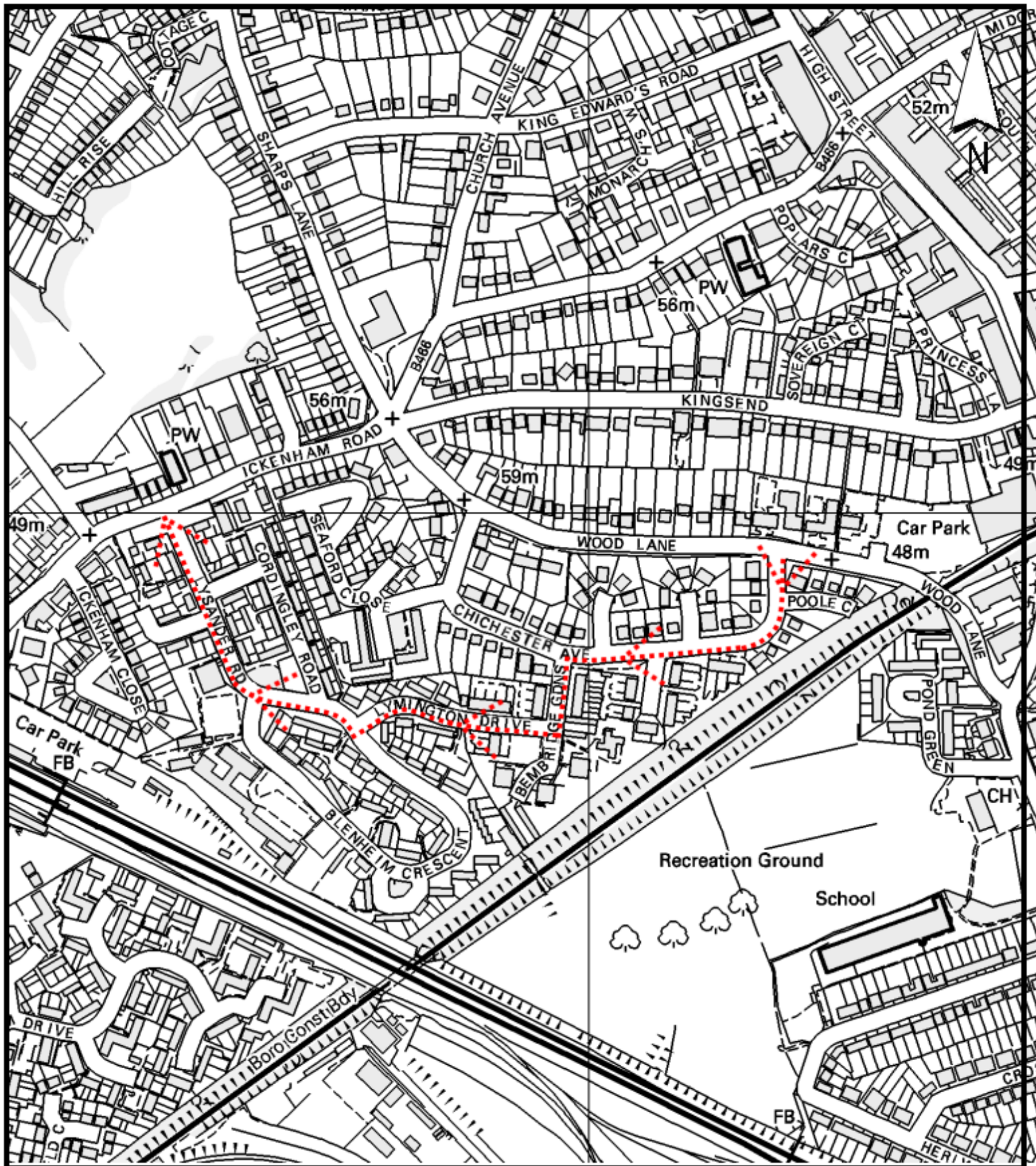
Should the outcome of the informal discussions with petitioners require that Officers include the Petitioners request in a subsequent review of possible options under the Council's Road Safety Programme and a consultation be carried out when resources permit there will need to be consideration of the 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 implications resulting from the recommendations set out in this report.

6. BACKGROUND PAPERS

Petition received: 4th March 2013.



Lysander Road, Lymington Drive, West Ruislip

Appendix A

Date April 2013

Scale 1:5,000



LONGMEAD ROAD, HAYES - PETITION REQUESTING ACTION TO “SLOW TRAFFIC DOWN”

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition from residents of Longmead Road, Hayes requesting measures to reduce traffic speeds.
Contribution to our plans and strategies	The request can be considered in relation to the Council’s strategy for road safety.
Financial Cost	There are no financial implications associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents’ and Environmental Services.
Ward(s) affected	Townfield

2. RECOMMENDATION

That the Cabinet Member:

- 1. Meets and discusses with petitioners their concerns in detail and explores possible options to address the issues that would be acceptable to local residents.**
- 2. Subject to the outcome of the above, asks officers to undertake traffic surveys to establish the volumes and speeds of traffic in Longmead Road.**
- 3. Instructs officers to liaise with Townfield Safer Neighbourhood Team.**

Reasons for recommendation

Traffic calming measures are largely successful if they are acceptable to local residents and businesses. Possible options can be identified with petitioners for further investigation by officers.

Cabinet Member Petition Hearing

Alternative options considered / risk management

These can be discussed with petitioners.

Policy Overview Committee comments

None at this stage

3. INFORMATION

Supporting Information

1. A petition with 23 signatures has been submitted to the Council under the following heading:-

“Petition for action to be taken concerning Longmead Road. Action to be taken to slow traffic down

- i) Speed humps*
- ii) Width restrictions*
- iii) One way system “*

2. In an accompanying letter with the petition the lead petitioner mentions a recent accident involving a close family relative and a speeding van which was no doubt the catalyst for local residents submitting this petition.

3. Longmead Road is a predominantly residential road that connects Church Road to the west with Central Avenue and then with East Avenue in the east. The width of the carriageway is approximately 5.5 metres and the footways are approximately 2 metres wide. Due to the limited width of the carriageway in March 1999, parking was allowed partly on the footway in Longmead Road. The location is indicated on the plan attached as Appendix A.

4. The Cabinet Member will be aware that traffic calming measures can be considered in a variety of forms, most of which include the construction of some kind of physical measures such as chicanes, raised table and similar measures. Residents have suggested measures such as “speed humps” commonly known as “sleeping policeman” but the emergency services are not generally supportive of this type of physical measure. However, the Council does implement other kinds of traffic calming where there is both strong evidence of a need (based on surveys) and a majority of local support. A 24/7 survey would be of assistance in this process.

5. The Cabinet Member will also be aware that officers are in regular communication with colleagues within the Police “Safer Neighbourhoods Team” (SNT) who are able to investigate issues of community concern. Subject to the discussions with residents, it is suggested that officers liaise with Townfield SNT so they can carry out any enforcement action they feel is appropriate.

Financial Implications

There are none associated with the recommendations to this report. However, if the Cabinet Member approves the recommendations to this report funding would need to be identified from a suitable source.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

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

Consultation Carried Out or Required

None at this stage.

5. CORPORATE IMPLICATIONS

Corporate Finance

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, 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.

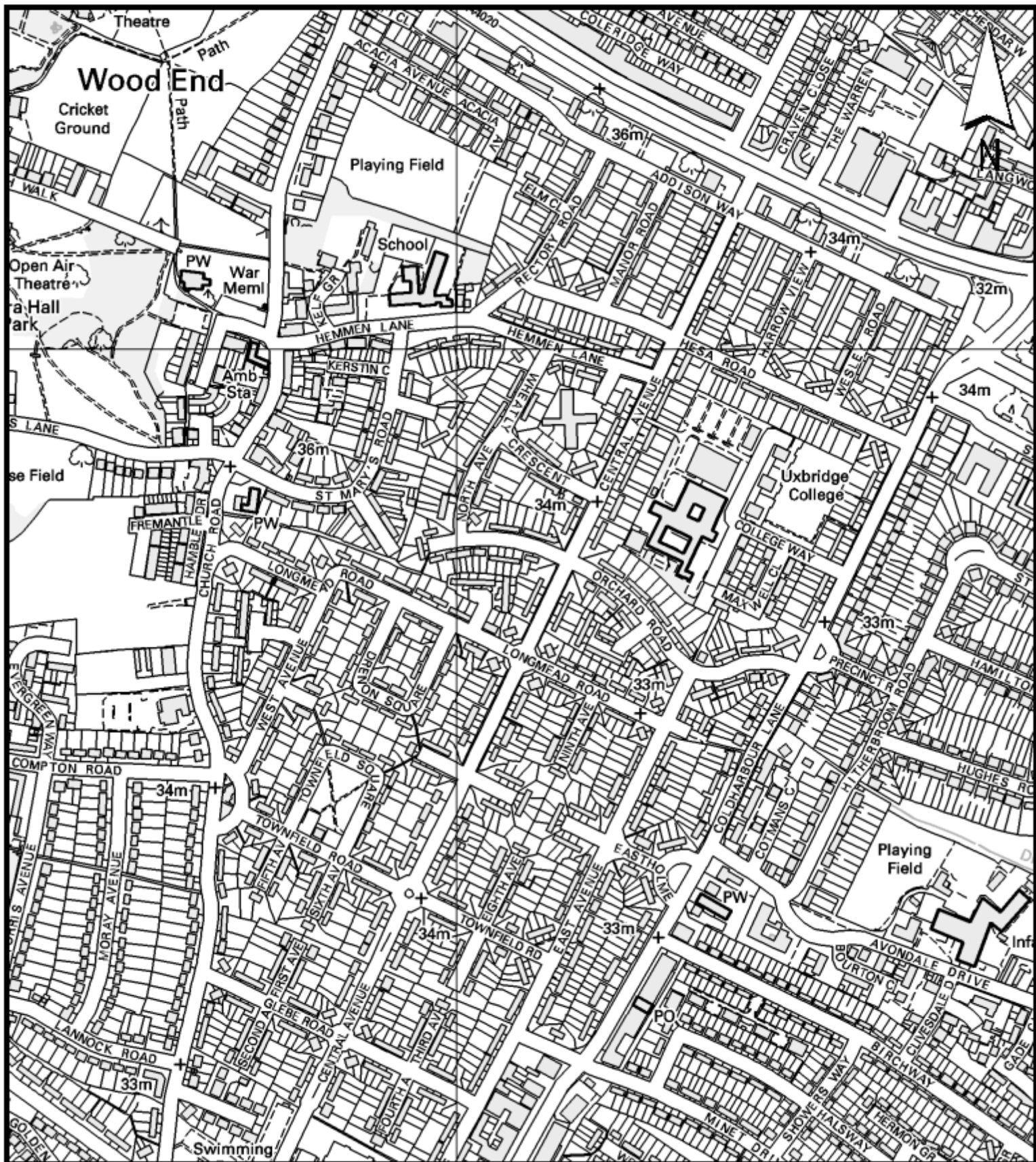
Should the outcome of the informal discussions with petitioners require that officers include the Petitioners request in a subsequent review of possible options under the Council's Road Safety Programme and a consultation be carried out when resources permit there will need to be consideration of the 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

None at this stage.

6. BACKGROUND PAPERS

Petition received requesting measures to reduce traffic speeds in Longmead Road,



Longmead Road, Hayes - Location plan

Appendix A

Date May 2013

Scale 1:5,000

GROSVENOR AVENUE, HAYES - TWO PETITIONS REQUESTING TRAFFIC CALMING MEASURES

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 the Council has received two petitions, one of 30 signatures and a separate one of 59 signatures from residents requesting traffic calming measures in Grosvenor Avenue, Hayes
Contribution to our plans and strategies	<ul style="list-style-type: none">• Transport Strategy• Local Implementation Plan• Community Plan
Financial Cost	There are no financial implications to this report.
Relevant Policy Overview Committee	Residents' & Environmental Services
Ward(s) affected	Charville Ward

2. RECOMMENDATION

That the Cabinet Member:

1. Meets with both petitioners and considers their requests for traffic calming measures on Grosvenor Avenue, Hayes;
2. Notes the outcome of previous traffic surveys in Grosvenor Avenue in 2009 and 2012;
3. Subject to the above asks officers to place these requests on the Council's Road Safety Programme for subsequent investigation and the development of possible options;
4. Subject to the above asks officers to investigate the feasibility of adding Grosvenor Avenue to the Council's Vehicle Activated Signs Programme.

Reasons for recommendation

The petition hearing will provide a valuable opportunity to hear directly from both 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. Grosvenor Avenue is a residential road which links with Kingshill Avenue and Raynton Drive at its southern end. A location plan is attached as Appendix A to this report.
2. In April 2013 the Council received two petitions, one of 30 signatures and one of 59 signatures from residents requesting traffic calming measures in Grosvenor Avenue.
3. The Cabinet Member will recall hearing an earlier petition in March 2012 from residents requesting traffic calming measures in Charville Lane and Grosvenor Avenue. In response to this petition the Council arranged a 24 hour / 7 day speed survey in both roads. The speed survey results for Grosvenor Avenue indicated that the majority of northbound vehicles were travelling at 32 mph or below and the majority of southbound vehicles were travelling at 33 mph or below. This survey indicated that vehicle speeds had not changed considerably in three years since a previous survey was undertaken. The results were subsequently shared with the Cabinet Member, local Ward Councillors and lead petitioner for that petition. Although the results did not support the installation of physical measures at that time, officers liaised with the Metropolitan Police's local Safer Neighbourhoods team regarding vehicle speeds in Grosvenor Avenue.
4. The Cabinet Member will also recall hearing another separate petition at Charville Primary School, at which school pupils and staff put forward suggestions for traffic calming measures in Charville Lane. Subsequent investigations and traffic surveys were undertaken by the Council which justified the installation of a zebra crossing in this road as well as the development of proposals for traffic calming measures.
5. Analysis of the latest available Police recorded personal injury accident data for the three year period ending December 2012 has shown that there has been one shunt type accident on Grosvenor Avenue at the junction with Weymouth Road. There have also been two accidents involving turning manoeuvres, one of which took place at the junction of Grosvenor Avenue and Lansbury Drive and the second took place at the junction of Grosvenor Avenue and Kingshill Avenue. Officers are currently liaising with the Metropolitan Police regarding a recent report of a collision in Grosvenor Avenue.

6. It is recommended that the Cabinet Member meets with both petitioners to discuss their concerns in more detail and subject to the outcome asks officers to add these requests to the Council's road safety programme so subsequent detailed investigations can be undertaken.

7. The Council has also invested in a number of Vehicle Activated Signs (VAS), which flash a warning sign to motorists exceeding the speed limit. These signs have been found to be effective if they are installed at key sites, left in place for three months and then moved to another site. It is suggested that officers investigate the feasibility of adding Grosvenor Avenue to future phases of the VAS 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.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

It will allow further consideration of the petitioners' concerns.

Consultation Carried Out or Required

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 overall parking programme, the Council's power to carry out the works are comprised in the Highways Act 1980 and the Road Traffic Regulation Act 1984. The crux is that exercising these powers with the object of improving highway safety is lawful, as are other relevant considerations such as the expeditious movement of traffic and the effect on amenity. If specific advice is required in relation to the exercise of individual powers, Legal Services should be instructed.

The Road Traffic Regulation Act 1984 and the Traffic Signs Regulations and General Directions 2002 govern road traffic orders, traffic signs and road markings and there are no special circumstances drawn to our attention that would prevent the scheme proceeding provided that the appropriate statutory procedures are followed.

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 traffic calming measures in Grosvenor Avenue, Hayes, dated 18/4/13

Petition requesting traffic calming measures in Grosvenor Avenue, Hayes, dated 29/4/13