



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

Date: WEDNESDAY, 18 MARCH
2015

Time: 7.00 PM

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

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

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Cabinet Member hearing the petitions:

Keith Burrows, Cabinet Member for
Planning, Transportation and Recycling
(Chairman)

How the hearing works:

The petition organiser (or his/her
nominee) can address the Cabinet
Member for a short time and in turn the
Cabinet Member may also ask questions.

Local ward councillors are invited to these
hearings and may also be in attendance
to support or listen to your views.

After hearing all the views expressed, the
Cabinet Member will make a formal
decision. This decision will be published
and sent to the petition organisers shortly
after the meeting confirming the action to
be taken by the Council.

Published: Tuesday, 10 March 2015

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Putting our residents first

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Agenda

PART 1 - MEMBERS, PUBLIC AND PRESS MAY ATTEND

- 1 Declarations of Interest in matters coming before this meeting

CHAIRMAN'S ANNOUNCEMENTS

- 2 To confirm that the business of the meeting will take place in public.
- 3 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
4	7pm	Petition requesting a Reduction in the Speed Limit to 20 mph in Swan Road, West Drayton	West Drayton	1 - 8
5	7pm	Petition requesting Road Safety Measures in Orwell Close and Botwell Common Road, Hayes	Botwell	9 - 14
6	7:30 pm	Petition supporting the Installation of Speed Bumps in Cornwall Road, Ruislip	Manor	15 - 22

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Agenda Item 4

SWAN ROAD, WEST DRAYTON - PETITION REQUESTING A REDUCTION IN THE SPEED LIMIT TO 20MPH

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 asking for the speed limit to be reduced on Swan Road to 20 mph.
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	West Drayton

2. RECOMMENDATION

That the Cabinet Member:

- 1. Meets and discusses with petitioners their request for a 20mph speed limit in Swan Road, West Drayton;**
- 2. Notes the Council has to date commissioned four separate sets of independent traffic surveys in Swan Road, undertaken in November 2008, July 2011, January 2014 and July 2014, the results of which are set out in this report and none of which support the case for traffic calming;**
- 3. Notes the efforts by officers to try to address the petitioners' concerns through the 'intelligent intervention' before the petitioners meet formally with the Cabinet Member;**

4. Notes the meeting which took place on 23rd October 2014 between the lead petitioner, all three Ward Members and two officers with a view to understanding and taking forward the petitioners' concerns;

5. Considers whether further studies are justified on the basis of any detailed evidence which the petitioners are able to provide.

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 of 39 signatures has been submitted to the Council from residents who live in Swan Road asking for a reduction in the speed limit to 20mph. In an accompanying statement the lead petitioner suggests the problems are as follows:

"Traffic is going well above the speed limit. This was exacerbated by a raised table put at the top of Swan Road this year. Problem is particularly severe in the evenings, night mornings and weekends when there are fewer cars parked on the road."

2. Swan Road is a mainly residential road close to West Drayton Town Centre with its shops and local amenities. The location of Swan Road is indicated on the plan attached as Appendix A.

3. The petition has been signed by 27 out of the 97 properties in this section of Swan Road between Old Farm Road and Station Road which represents 28% of the total households.

4. It is not clear why the petitioner believes that the raised junction treatment at the junction of Swan Road and Station Road 'exacerbates' the problems in Swan Road. This was a traffic calming feature which was created as part of the Yiewsley & West Drayton Town Centre Improvement Scheme. The purpose of the raised surface treatment was to slow traffic turning in and out of the junction and to make it safer for pedestrians to cross the junction itself. This feature was a specific response to an established road safety concern which previously existed at the Swan Road/ Station Road junction and, as the Cabinet Member will recall, was supported by local residents when they were consulted upon the town centre scheme.

5. As a result of the present petition and in order to promptly address residents' concerns, the Cabinet Member will recall that he approved the introduction of a new 'SLOW' marking in Swan

Road at a location agreed with the lead petitioner and furthermore instructed officers to commission an independent speed and traffic survey at three locations in Swan Road. These surveys were undertaken by an independent specialist third-party company. The intention was to accelerate the kind of investigations which normally only arise after a petition has been heard and formed part of the Council's 'intelligent intervention' approach which is designed to speed up the process of managing residents' aspirations through their petitioning.

6. The survey data was captured using Automatic Traffic Counters (ATCs) which, as the Cabinet Member will know, are pairs of rubber tubes laid across the carriageway and attached to a road-side data recorder. These types of surveys are the most reliable means of measuring traffic volumes, types and speeds over a 24-hour, seven day a week basis so any particular patterns during different times of the day or week.

7. This survey was undertaken between 19th January and 25th January 2014. The 85th percentile was found to be 28mph northbound and 26 mph southbound at location one, 28mph northbound and 27mph southbound at location two and 29mph northbound and 27mph southbound at location three. As the Cabinet Member will be aware, the 85th percentile is the speed at or below 85% of all vehicles are observed to travel. This is a nationally recognised method of assessing traffic speeds as it effectively refers to the majority of traffic movements. It is worth noting that a similar survey was undertaken in Swan Road in November 2008 and at the time the 85th percentile was found to be 29mph in both directions.

8. However, there were some concerns from officers that the data captured for vehicle classification on the survey appeared to show some discrepancies. As a consequence and in order to ensure that residents' concerns were properly investigated and that the data available was of the best quality, the surveys were undertaken again at the same locations on Swan Road over a seven-day period from 7th to 14th July 2014. The results of the second 24/7 speed and traffic survey were, however, very similar to those recorded in January. The July results showed the 85th percentile at location one was 27mph northbound and 26mph southbound, at location two it was 28mph in both directions and at location three it was also 28mph on both directions.

9. It is worth noting that a similar survey using ATC devices was undertaken in Swan Road in November 2008 and at the time the 85th percentile was found to be 29mph in both directions. Additionally, a manual speed survey was undertaken using a hand held device in July 2011 and again the 85th percentile was recorded as 28mph in one direction and 27mph in the other.

10. The Cabinet Member will be aware that research has shown that where signed-only 20 mph speed limits have been introduced the result is a negligible reduction in traffic speeds. Signed only schemes are therefore only appropriate for areas where traffic speeds are already low and is only recommended where the 85th percentile is at or below 24mph. The Cabinet Member will also be aware that the Metropolitan Police do not support any 20mph schemes which are not 'self enforcing'; in other words, where the natural speed of traffic is already around 20mph. Clearly a 'signed-only' scheme would not meet this criterion.

11. In roads where vehicle speeds are found to be significantly above the speed limit, typically where the 85th percentile is at or above 35mph, the Council will consider physical measures to encourage lower traffic speeds. These often take the form of vertical deflections such as speed tables or similar measures. However, the vehicle speeds that have been captured on four separate occasions over a period of approximately six years unfortunately do not support the case for either physical measures or a signed-only scheme.

12. In a separate meeting with the lead petitioner, local residents, the three local ward councillors and officers, residents cited a number of accidents in Swan Road including two fatalities in a single accident, a recent head on collision with a bus at the same location and a further two accidents in Swan Road. The lead petitioner in various emails to the Council suggests that the Council have not considered all of this Police evidence.

13. As the Cabinet Member is aware, officers rely upon the Police recorded collision data and it is always considered in context. In the regrettable circumstances where a collision results in a fatality the Council will meet Metropolitan Police Traffic Officers on-site to look into the circumstances so it is disingenuous to suggest that the Council has in any way not considered Police evidence. The collision that the lead petitioner refers to where there were two fatalities took place on April 2005. The Police concluded that in this incident "*this is a busy link road with few other injury accidents on record. The main cause of this accident was the behaviour of the Renault and VW Golf drivers who are unlikely to be influenced by any engineering measures*". The report also hinted at intoxication as being a contributory factor.

14. The two further incidents mentioned above were at the Station Road junction. One involved a 16-year old moped driver "undertaking" a car queuing to turn out of Swan Road and in the process he collided head-on with a car turning into Swan Road. Injuries were recorded as slight. The second incident of which we have details involved a motorcyclist who collided with a car in the process of turning right at the junction. Again, the injury was recorded as "slight". In the case of the collision involving a bus, this appears to have been as a result of two irresponsible drivers trying to race one another and ending up colliding with a bus. This incident is part of an on-going Police investigation.

15. On balance, therefore, the evidence collated to date has failed to support the case for a 20mph Zone scheme. Officers as well as all three Ward Members have met with the lead petitioner with a view to finding a productive and practical way forward, but to date none has been found which meets with the support of the lead petitioner. On this basis, therefore, it is recommended that the Cabinet Member meets with the petitioners so that they can state their case to him and in particular to have an opportunity to provide fresh evidence for his consideration, to enable him to make a decision on how best to proceed.

Financial Implications

There are no financial implications associated with the recommendations to this report. If works are subsequently required, suitable funding will need to be identified within the parking programme.

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

Corporate finance has reviewed the report and the financial implications concurring that there are no cost implications to the Council associated with the recommendations to this report.

Legal

There are no special legal implications with the Cabinet Member to meet and discuss with petitioners their request for the speed limit to be reduced on Swan Road to 20 mph. 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.

The decision makers must ensure that there is full consideration of the results that have been received, regarding the traffic surveys in Swan Road. In exercising the power to approve the installation of the proposed traffic calming measures, the Council have to consider their statutory duty under section 122 of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic. The statutory duty must be balanced with the concerns raised by the petitioners.

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

If specific advice is required, Legal Services should be consulted.

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

Nil.

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Swan Road, West Drayton - Location plan

Appendix A

Date January 2015

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ORWELL CLOSE AND BOTWELL COMMON ROAD, HAYES - PETITION REQUESTING ROAD SAFETY MEASURES

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition requesting road safety measures on Orwell Close and Botwell Common 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 direct costs associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents' & Environmental Services.
Ward(s) affected	Botwell Ward

2. RECOMMENDATION

That the Cabinet Member:

1. **Meets with petitioners and considers their concerns regarding road safety on Orwell Close and Botwell Common Road.**
2. **Subject to the above, asks officers to undertake classified traffic volume and speed survey(s) at location(s) to be agreed with the petitioners and the relevant Ward Members .**
3. **Subject to the above, considers adding Botwell Common Road to future phases of the Council's Vehicle Activated Signs programme.**
4. **Subject to the above asks officers to add the petitioners' request to the Council's Road Safety Programme for further investigation.**

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 26 valid signatures been submitted to the Council from residents of Orwell Close requesting road safety measures in Orwell Close and Botwell Common Road, Hayes.
2. Botwell Common Road has residential properties on its northern side and is served by the U5 Bus Route. Orwell Close is located on the northern side of Botwell Common Road and consists of sheltered housing accommodation. A location plan is attached as Appendix A to this report.
3. The petition makes reference to an accident involving four residents of Orwell Close which took place on 31 October 2014 and states. The petition states *"We the tenants of Orwell Close sign the below petitions:-*
 - *We request double yellow lines on Orwell Close, to stop drivers of vans and cars from parking on Orwell Close and obscuring the views of drivers and pedestrians leaving the sheltered scheme, which is partly the cause of the accident.*
 - *We are also petitioning that road bumps are placed along Botwell Common Road to prevent drivers from speeding along the road, so close to a primary school and our sheltered scheme .*
 - *We also petition that a Zebra crossing [is installed] by the bus stop adjacent to the scheme so that we can cross the road safely to take the bus or when we get off the bus to return home."*
4. Analysis of the latest available Police recorded personal injury accident data for the three year period ending August 2014 has shown that there have been four accidents along Botwell Common Road. One accident took place within a 100 metre radius of the junction of Botwell Common Road and Orwell Close and the driver was found to be intoxicated.
5. Officers have been liaising with the Police regarding the accident which took place on 31 October 2014 which had involved minor injuries.
6. The Council has invested in a number of Vehicle Activated Signs (VAS), which flash a warning sign to motorists exceeding the speed limit. These signs have been found to be most effective if they are installed at key sites, left in place for three months and then moved to

another site. Botwell Common Road has previously been added to the Council's VAS programme and a sign has been installed at its junction with The Crossway. It is recommended that the Cabinet Member considers including this road in a future phase of the programme.

7. To assist with investigations concerning the speed of vehicles using Botwell Common Road, it is recommended that the Cabinet Member considers asking officers to commission independent 24 hour / 7 day vehicle speed and classification surveys at locations agreed by the petitioners and relevant Ward Councillors.

8. It is therefore recommended that the Cabinet Member meets the petitioners and listens to their concerns and decides if this report should be added to the Council's Road Safety Programme for further investigation.

Financial Implications

There are no financial implications associated with the recommendations to this report. If after further investigation any measures are subsequently approved by the Council, 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

Corporate Finance has reviewed this report and notes that there are no direct financial implications associated with the recommendations outlined 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 add the request to the Council's overall Road Safety Programme for subsequent investigation 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 Legal Services should be consulted.

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

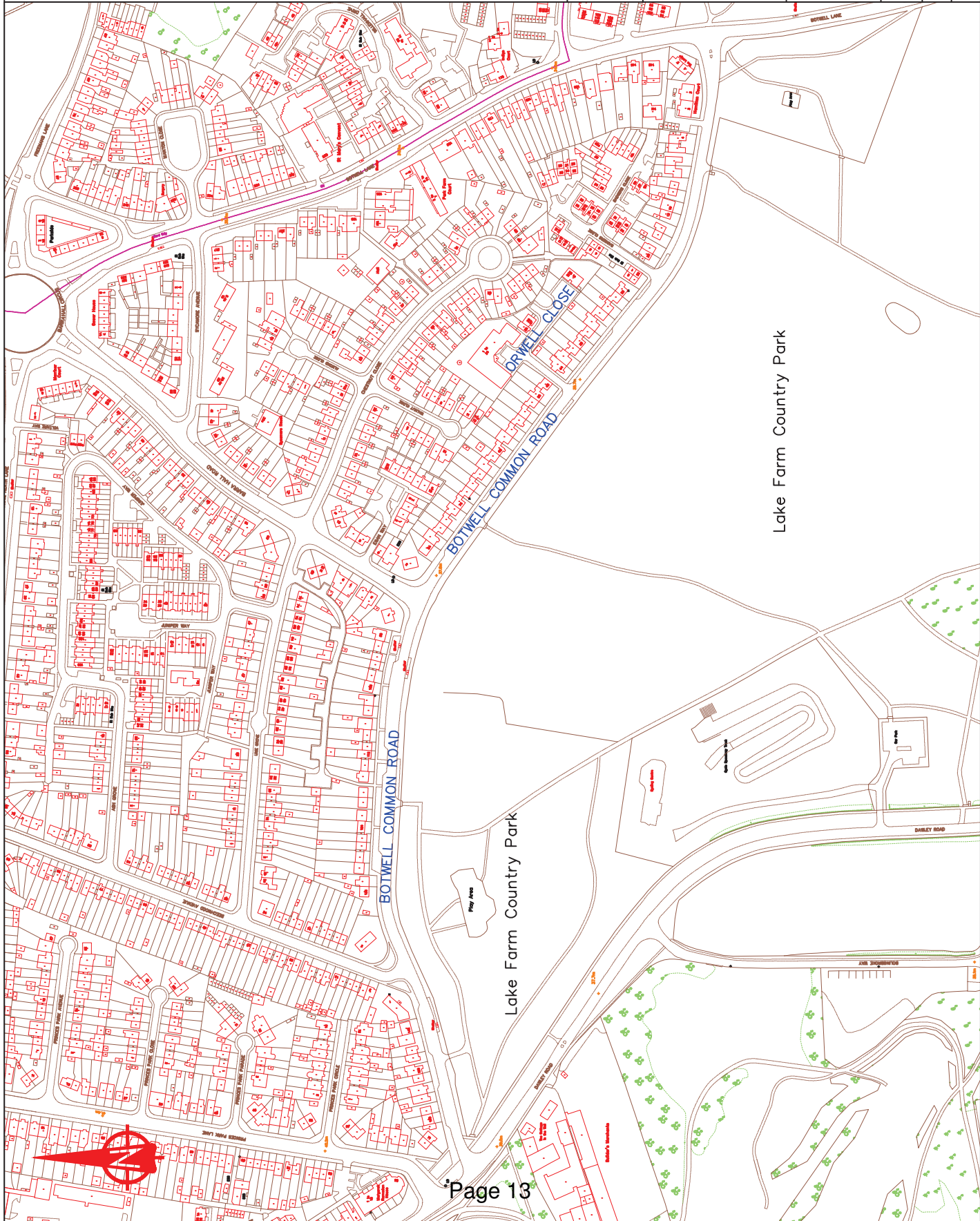
Petition received.

This map is based upon Ordnance Survey records with the permission of Ordnance Survey. It is not to be used for any purpose other than that for which it was prepared. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Hillingdon 100019283, 2015



Project
LOCATION PLAN

Description Botwell Common and Orwell Close, Hayes	
Scale NTS	Drawn CF
(Initial/Date) 12/14	Checked (Initial/Date)
Project No.	Drawing No.
	Rev.



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Agenda Item 6

CORNWALL ROAD, RUISLIP - PETITION SUPPORTING THE INSTALLATION OF "SPEED BUMPS".

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 supporting the installation of "speed bumps" in Cornwall Road, Ruislip.
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 in relation to the recommendations to this report.
Relevant Policy Overview Committee	Residents' & Environmental Services
Ward(s) affected	Manor

2. RECOMMENDATION

That the Cabinet Member:

1. Considers the petitioners' request and discusses with them in detail their concerns regarding the traffic calming measures.
2. Notes the previous consultations on various options and the nature of the concerns that were raised by residents.
3. Notes that a scheme has been developed to introduce two traffic islands and one pedestrian refuge in Cornwall Road.
4. Considers whether the scheme as currently proposed could form the first phase of traffic calming in Cornwall Road.
5. Considers instructing officers to undertake a further traffic survey in the future should the currently proposed scheme be implemented, in order to allow an appraisal of a case for any further measures.

Cabinet Member Report - 18 March 2015

Reasons for recommendation

To allow the Cabinet Member to discuss in detail matters raised above with petitioners.

Alternative options considered / risk management

These can be identified from the proposed detailed discussions with the petitioners.

Policy Overview Committee comments

None at this stage.

6. INFORMATION

Supporting Information

1 The Council has received a petition containing 34 signatures from residents of Cornwall Road. In an accompanying letter attached to the petition the lead petitioner states "*This letter is in support of our continuous communication with regards to installation of speed bumps on Cornwall Road, HA4, Ruislip Manor. Further to previous suggestions from Cllr Michael Markham we the residents of Cornwall Road have carried out a petition in agreement with the speed bumps being installed on our road. Enclosed you will find this petition which has been signed by a total of 34 individual residents. I trust this is in accordance with your advice of 20 or more signatures required. Also, we are expecting this is sufficient onto further positive progression towards reducing the speeding on our road which is a concern at the moment for all Cornwall Road residents.*"

2 Cornwall Road is a residential road within Manor Ward and connects Victoria Road with West End Road, two of the main north to south routes in this part of the Borough. Vehicles are currently allowed to park both sides of the road and parking is busiest at the Victoria Road end of Cornwall Road, due to the proximity of Ruislip Manor shopping parade and the London Underground Station. There is also a 7ft width restriction where Cornwall Road meets West End Road, which restricts access to larger vehicles. The carriageway in Cornwall Road is approximately 9 metres wide with approximately 2.5 metre wide footways and 2 metre wide grass verges either side; a plan of the area is shown on Appendix A.

3 The Council originally received a request through the Road Safety Programme for measures to reduce vehicle speed in Cornwall Road. As a consequence, a detailed investigation took place, including the undertaking of a 24 hour / 7 day speed survey.

4 The results of the survey showed that the majority of vehicles were travelling between 31 and 36 mph. The 85% percentile speed Northbound was 34 mph; while southbound it was 37mph. The table below shows the percentage of the total number of vehicles travelling above 35 mph.

	Total Vehicles (both directions)	Number of vehicles above 35mph	% of vehicles above 35mph
Sat	5,311	556	10.5%
Sun	4,425	457	10.3%
Mon	5,217	702	13.5%
Tues	5,386	788	14.6%
Wed	5,330	711	13.3%
Thurs	5,253	788	15.0%
Fri	5,644	780	13.8%

This shows that more than 10% of the total vehicles are exceeding the 30mph speed limit. The Cabinet Member will be aware that the 85th percentile speed is the speed at or below which 85% of traffic is found to travel and is the standard statistical tool used by traffic engineers to assess speed trends overall.

6 In view of these results, it was agreed by the Cabinet Member to develop proposals which would address vehicle speeds. A proposal for raised tables along the length of Cornwall Road was developed which would help address vehicle speeds, but at the same time, still allow optimum parking for residents. The proposal was agreed in principle by the Cabinet Member and two local Ward Councillors. The residents of Cornwall Road were informally consulted on the proposed speed tables. Of those who responded, a majority expressed support for the scheme, however there were many valid concerns, including about the locations of the proposed speed tables and how those affected would access their driveways. The results were shared with the Cabinet Member and Ward Councillors and it was agreed not to proceed with this proposal but to investigate further options in light of the concerns raised.

8 An alternative proposal for two pedestrian refuges and two traffic islands was subsequently developed and was agreed in principle by the Cabinet Member and two local Ward Councillors. Cornwall Road residents were then informally re-consulted on the revised proposed for two pedestrian refuges and two traffic islands. Whilst many of those who responded expressed support for the scheme, however, again there were concerns from a number of residents, most of whom were specifically concerned about the restriction on the availability of on-street parking that the islands would cause and the restricted access to private driveways. The results were shared with the Cabinet Member and Ward Councillors and it was agreed not to proceed with this proposal but for a site visit to take place with Ward Councillors in order to explore and refine options.

9 As a result of this, a further proposal for two pedestrian refuges and two traffic islands was proposed and following more detailed investigation it was agreed to re-consult only the most directly affected residents on a proposal for one pedestrian refuge and two traffic islands on Cornwall Road. In this more limited consultation (i.e. focused only on those directly affected) the response was 50:50 for and against.

10 There has been one personal injury accident reported to the Police in the last 36 months and in addition to this one other damage-only accident that was reported by residents. The Police reported accident was in June 2012 at the junction of Cornwall Road with Seaton Gardens. The driver failed to look properly when turning right out of Seaton Gardens into the path of an oncoming motorcycle which was in the process of overtaking a parked car. The other accident reported by residents occurred in January 2013, adjacent to No 44 Cornwall Road, when a car struck a parked car.

11 Following discussions with the local Ward Councillors and the Cabinet Member, it was agreed the proposal for one pedestrian refuge and two traffic islands was probably the best option in the short term to positively address residents' concerns about vehicle speeds. It would be possible to subsequently undertake a further speed survey after the measures have been introduced to see how effective they have been and to allow Members to consider whether any further traffic calming may be justified.

12 It is suggested therefore that the Cabinet Member discusses with the petitioners their specific road safety concerns and establishes if there is sufficient support to warrant further progression of the existing proposals.

Financial Implications

There are none associated with the recommendations to this report, as feasibility studies can be undertaken with in house resources. . Release of funding was approved in February 2015 for £20k from the Road Safety capital programme for the scheme to install a new pedestrian refuge, dropped kerbs, tactile paving to improve pedestrian crossing facilities and the installation of two traffic islands to help reduce vehicle speeds and accident risk. However, if the Cabinet Member subsequently considers the introduction of any additional measures 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

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

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and concurs that there are no direct financial implications associated with the recommendations outlined above to consider and discuss with petitioners road safety measures in Cornwall Road. As mentioned in the financial implications a traffic calming scheme has been developed for the location, which has received capital release, however recommended works will not commence until discussions with local petitioners have taken place. Additional road safety measures in light of discussions with petitioners will be subject to usual capital release procedures.

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 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 at that time.

Corporate Property and Construction

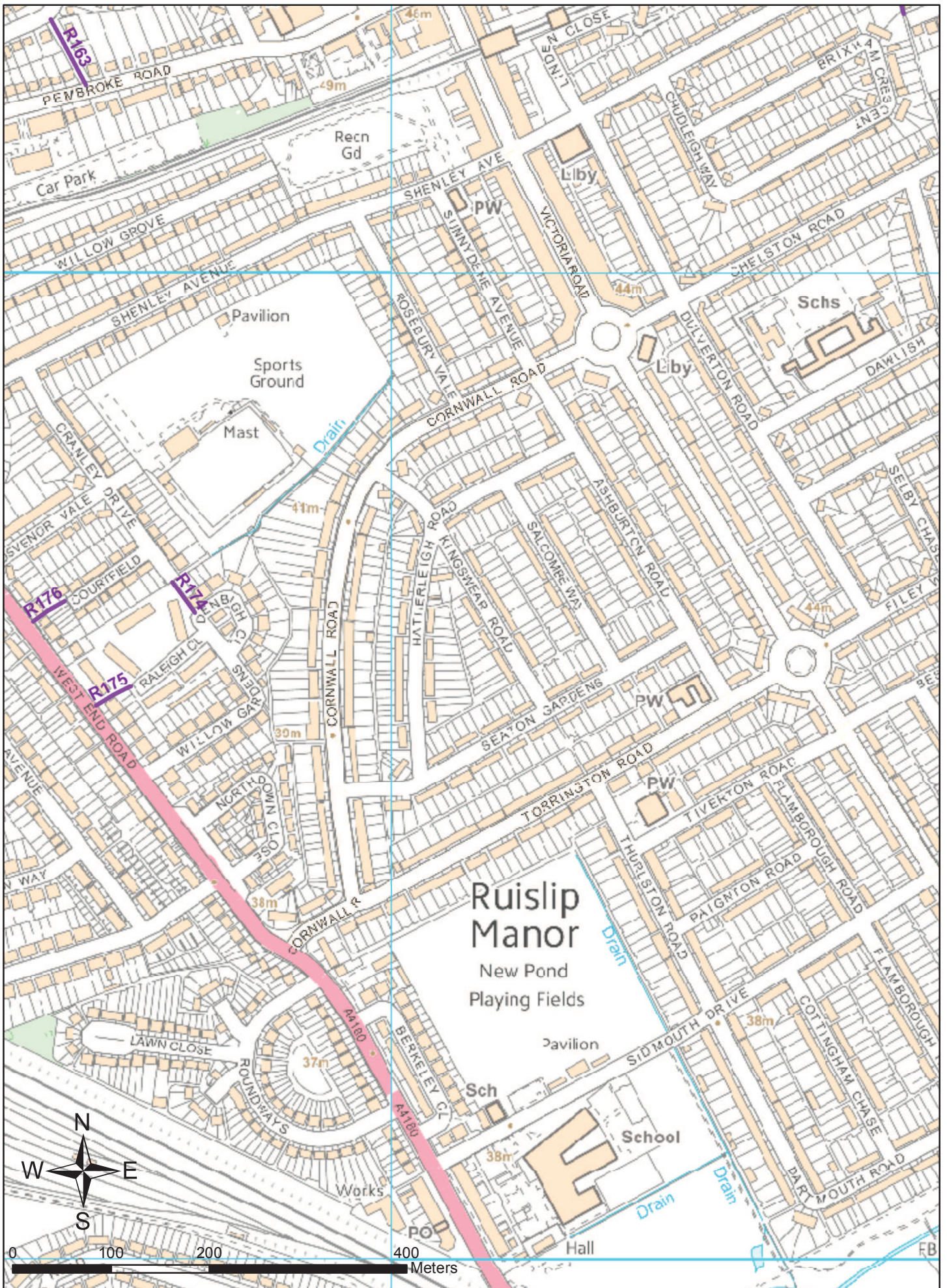
There are no property implications resulting from the recommendations set out in this report.

6. BACKGROUND PAPERS

Nil.

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Appendix A



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