



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

Date: WEDNESDAY, 15 APRIL
2015

Time: 7.00 PM

Venue: COMMITTEE ROOM 4 -
CIVIC CENTRE, HIGH
STREET, UXBRIDGE UB8
1UW

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

**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.**

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, 7 April 2015

Contact: Gill Oswell
Tel: Democratic Services Officer 01895
250693
Fax: 01895 277373
Email: goswell@hillington.gov.uk

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Lloyd White
Head of Democratic Services
London Borough of Hillingdon,
3E/05, Civic Centre, High Street, Uxbridge, UB8 1UW
www.hillingdon.gov.uk

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Agenda

CHAIRMAN'S ANNOUNCEMENTS

PART 1 - MEMBERS, PUBLIC AND PRESS MAY ATTEND

- 1 Declarations of Interest in matters coming before this meeting
- 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	7 pm	Dairy Farm Lane, Harefield	Harefield	1 - 6
5	7 pm	Sipson Road, Sipson	Heathrow Villages	7 - 12
6	7:30 pm	Northgate, Northwood	Northwood	13 - 18
7	8 pm	Whitethorne Avenue, West Drayton	Yiewsley	19 - 24
8	8 pm	Fairfield Road, Yiewsley	Yiewsley	25 - 30

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Agenda Item 4

BREAKSPEAR ROAD NORTH, HAREFIELD - PETITION REQUESTING A ZEBRA CROSSING NEAR DAIRY FARM LANE

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 - Location plan

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition requesting a zebra crossing on Breakspear Road North near Dairy Farm Lane.
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	Harefield Ward

2. RECOMMENDATION

That the Cabinet Member:

1. 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.
2. Subject to the above, considers adding Breakspear Road North to future phases of the Council's Vehicle Activated Signs programme.
3. 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 64 valid signatures has been submitted to the Council from residents requesting a zebra crossing on Breakspear Road North near Dairy Farm Lane.
2. Breakspear Road North is a Borough Secondary Distributor Road and is served by the 331 Bus Route. Dairy Farm Lane and Burbery Close form part of a new residential development within the Harefield Ward. A location plan is attached as Appendix A to this report.
3. In a covering letter, the lead petitioner refers to the new development at Dairy Farm Lane, stating:-

"It is on a very fast and busy road called Breakspear Road North. I have enclosed photographs of the road which only has pavement on the far side of the estate, making it very dangerous for parents and children to cross. I wanted to bring this to your notice - as my grandchildren and many others cross this road especially children crossing to get to local schools, and people crossing to get to the post office and local shops etc.

Please could you consider a zebra crossing and or speed bumps here before anything tragic happens. I have attached a petition because we all feel strongly about this."

4. An annotated photograph enclosed with the petition suggests that the petitioners are requesting a zebra crossing on Breakspear Road North immediately northwest of its junction with Dairy Farm Lane. The Cabinet Member will be aware that this section of Breakspear Road North is subject to a 30mph speed limit.
5. The Harefield Village 20mph Zone covers the section of Breakspear Road North between its junction with Northwood Way and High Street, Harefield. The junction of Dairy Farm Lane and Breakspear Road North is consequently outside the present extents of the 20mph Zone.
6. The Cabinet Member will also recall that the Council implemented a proposal last year which reduced the maximum speed limit from national speed limit to 40mph on the section of Breakspear Road North from its junction with Fine Bush Lane, Ruislip and a point approximately 130 metres south of Gilbert Road, Harefield. The objective of this change to a lower speed limit was to reduce the speed of traffic between West Ruislip and Harefield including slowing traffic entering the village prior to the start of the 30mph limit.
7. Analysis of the latest available Police recorded personal injury accident data for the three year period ending October 2014 has indicated that there have been two accidents involving slight injuries on Breakspear Road North within a 100 metre radius of Dairy Farm Lane. Both of these accidents took place at the junction of Breakspear Road North and Northwood Way.

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involved a vehicle turning right out of Northwood Way which collided with an oncoming vehicle. The second accident involved a north-westbound motorcyclist which swerved and fell from their bike.

8. 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. It is recommended that the Cabinet Member considers adding Breakspear Road North to a future phase of the programme.

9. To assist with investigations concerning the speed of vehicles using Breakspear Road North, 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. This could be coupled with further investigations under the Road Safety Programme to establish the case for and viability of a formal pedestrian crossing.

10. 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.

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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 either the Council's 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.

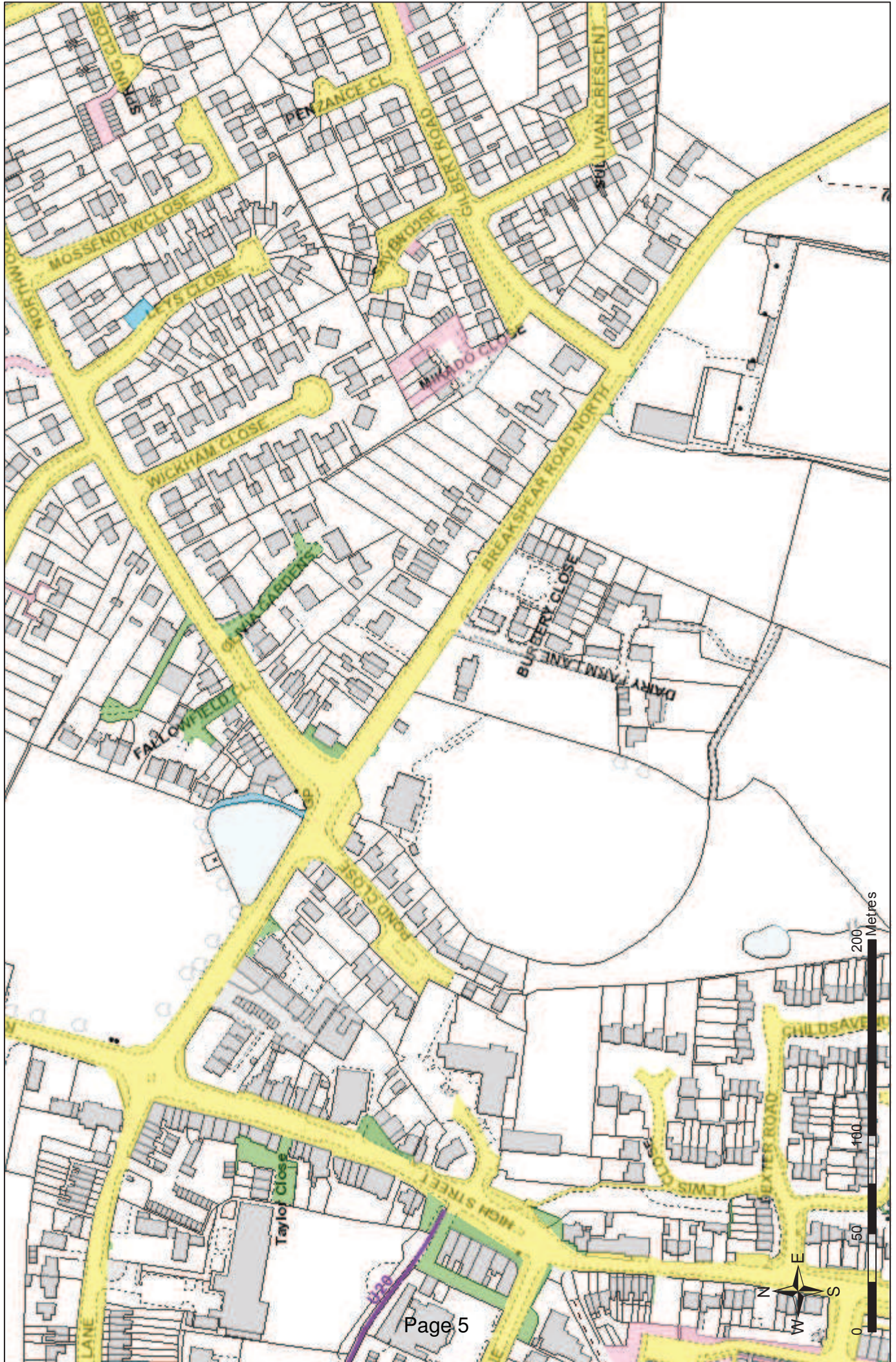
Corporate Property and Construction

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

6. BACKGROUND PAPERS

None.

APPENDIX A - LOCATION PLAN



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PETITION REQUESTING ROAD SAFETY IMPROVEMENTS ON THE ROAD NETWORK IN SIPSON

Cabinet Member

Councillor Keith Burrows

Cabinet Portfolio

Planning, Transportation and Recycling

Report Author

Alan Tilly, Residents Services

Papers with report

Appendix 1: Location Plan Sipson Road

1. HEADLINE INFORMATION

Purpose of report

To inform the Cabinet Member that a petition has been submitted asking the Council to carry out road safety improvements on the road network in Sipson, with particular attention to the three mini-roundabouts.

Contribution to our plans and strategies

The request of the petitioners will be considered within the context of the Council's transport strategy.

Financial Cost

The costs associated with the recommendations to this report are relatively minor and proposed to be met from the Transport for London, Local Implementation Plan budget at a later stage.

Relevant Policy Overview Committee

Residents' and Environmental Services

Ward(s) affected

Heathrow Villages

2. RECOMMENDATION

That the Cabinet Member:

1. Notes that the Council has undertaken 'before' and 'after' traffic surveys on a 24/7 basis to determine the impact the traffic calming scheme has had upon vehicle speeds. The results show a fall in the 85th percentile speed from 35 mph to 26 mph and therefore do not support the assertion that speeding has increased.
2. Notes that the level of HGV movements in Sipson Road at the time of the survey was found to be just 2%, which is significantly lower than the average for similar roads on the Borough's Principal Road Network.
3. Considers whether further studies are justified on the basis of any further evidence which the petitioners are able to provide.

3. INFORMATION

Reasons for recommendation

The Petition Hearing will provide a valuable opportunity to hear directly from the petitioners their concerns and suggestions.

Alternative options considered

None at this stage.

Comments of Policy Overview Committee(s)

None at this stage.

Supporting Information

1. A petition with 57 valid signatures has been submitted to the Council from residents who live in Sipson, asking for road safety improvements on the local road network. The petitioners express particular concern about the three mini-roundabouts in the village under the following terms:

"Following the fatal accident in Sipson in April, we, the undersigned, ask the Council to carry out urgent road safety improvements on the road network in Sipson, with particular reference to the three mini roundabouts."

2. In the accompanying covering letter the lead petitioner suggests:

'The road traffic accident which happened at 4pm on 10th April 2014 involving three cars, led to one fatality but had this incident taken place during term time the number of casualties could have been much higher, as there would normally be young children with their parents/carers walking home from school along the neighbouring paths.'

The three mini roundabouts in Sipson Village are: Junction of A3044 Holloway Lane and A408 Sipson Road; Junction of Harmondsworth Lane and Sipson Road; Junction of Sipson Lane and Sipson Road.

They were introduced to reduce vehicle speed and improve safety for all road users and pedestrians. However, since their installation, traffic flow and speeding has increased. We now see more over-sized commercial vehicles using the village roads too. To make matters worse, many vehicles park without consideration for others; decreasing manoeuvrability and visibility.

The roundabouts actually intensify the potential for an accident and increase the vulnerability of pedestrians.'

4. A408 Sipson Road is a classified road forming part of the Borough's Principal Road Network. The location of Sipson Road is shown in Appendix A. Sipson Road is served by bus route number 222, a high frequency service connecting Uxbridge and Hounslow via West Drayton Station. Sipson Road is identified as a cycle route in the Mayor's Cycle Guide No. 6 and is being considered as a Cycle Quietway linking Uxbridge with Heathrow Airport by the Mayor of London's Cycling Commissioner.

5. Most of the frontages along Sipson Road are residential, though there are also a number of commercial uses, including hotels and retail premises. The central section of Sipson Road is a Conservation Area, locally known as Sipson Village.
6. The Cabinet Member may recall that Sipson Road has been traffic calmed in works which have been introduced in two phases. The first phase, between the M4 Heathrow Spur Fly-over and Sipson Lane, was implemented approximately ten years ago and included gateway signing, speed tables and coloured surfacing. The second phase, implemented in 2011, was between Sipson Way and Russell Gardens and included a 20mph zone, new pedestrian crossing facilities and again gateway signing, speed tables and coloured surfacing. All measures were introduced in full consultation with and support from local residents.
7. The Council's School Travel Advisors are continuously engaged with the Cherry Lane and Heathrow Primary Schools and are due to meet both schools with a view to refreshing their respective travel plans. The Cabinet Member will be aware of the importance and value of School Travel Plans as a means of ensuring safe and environmentally sustainable travel by the school community, and also as a means of helping to unlock suitable funding from Transport for London. Heathrow Primary school was fully involved when both the traffic calming schemes were prepared. This provided an opportunity to incorporate their School Travel Plan aspirations in the ensuing scheme designs. The Cabinet Member may recall that the public exhibition was held at the school when the traffic calming scheme was at public consultation stage.
8. In order to determine the effect of the traffic calming measures, the Council commissioned 'after' traffic surveys, which were carried out in 2014. These results have been compared with 'before' surveys and traffic data provided by the Highways Agency and Transport for London. The analysis revealed that the number of cars using Sipson Road in February 2014 was 8% greater than in March 2007. However, it should also be noted that this is broadly in line with the general traffic growth within the Hillingdon.
9. The 'after' surveys further revealed that the 85th percentile speed was 26 mph compared to 35 mph 'before', meaning eighty five percent of drivers are travelling at less than 26 mph, a 9 mph reduction compared to 'before'. The number of HGVs using Sipson Road was a modest 224 per day in 2013, representing just 2% of all the vehicles recorded, which is significantly lower than the Borough's average for this type of road.
10. To further help understand traffic activity in the area, officers have also reviewed the Police reported road traffic accident data collated by Transport for London over the last 36 months, which records location and severity. This information has shown there were twenty two personal injury accidents during the 36 month period to 30th November 2014, of which one was fatal, one serious and twenty slight. Eight accidents, seven slight and one serious were clustered at the Bath Road junction. There were three slight accidents at the mini-roundabout with Holloway Lane, one slight accident at the mini-roundabout with Harmondsworth Lane and one fatal and one slight accident at the mini-roundabout junction with Sipson Lane. All other accidents, one serious and seven slight, occurred at various locations along Sipson Road.
11. The fatal accident which happened at 4pm on 10th April 2014 (and cited by the lead petitioner) involved three cars. Metropolitan Police records show that the person who died was a passenger in one of the cars and that they consider it very unlikely that any further traffic engineering or design measures could have prevented the tragic accident. According to Transport for London's records the accident happened because one of the vehicles involved was travelling on the wrong side of the road, apparently because the driver had experienced some kind of medical episode. The car then collided with two oncoming vehicles as well as a

parked vehicle. There has been one other road traffic accident at this location resulting in slight injury, although in this case adverse weather conditions are recorded as being a contributory factor.

12. The lead petitioner asserts that drivers park in the Village without consideration for others, thereby decreasing manoeuvrability and visibility, consequently in their view increasing the risk of road traffic accidents occurring. This matter has been investigated and Council officers have established that it is primarily mini-cab drivers that are creating these problems. Heathrow Airport Limited (HAL) is also aware of the mini-cab issues and has hosted a series of Private Vehicle Hire workshops in response to concerns from local residents to resolve this issue.

13. The evidence collected so far does not support the petitioners' view that the speed and volume of traffic in the Sipson Village has increased, and furthermore the implication that there has been an increase attributable to the installation of the three mini roundabouts.

14. However, it is appreciated that petitioners may have fresh and compelling evidence that the Cabinet Member would wish to hear to help him form an opinion on whether or not further action is warranted. At the meeting the petitioner will have an opportunity to air their views.

Financial Implications

Financial implications could be reviewed in the future depending on the outcome of the petition and if any work is required to be carried out.

6. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

The recommendation will allow the concerns of petitioners to be considered in detail and suitable remedial measures to be developed for implementation.

Consultation Carried Out or Required

No statutory consultation was required or carried out.

7. 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.

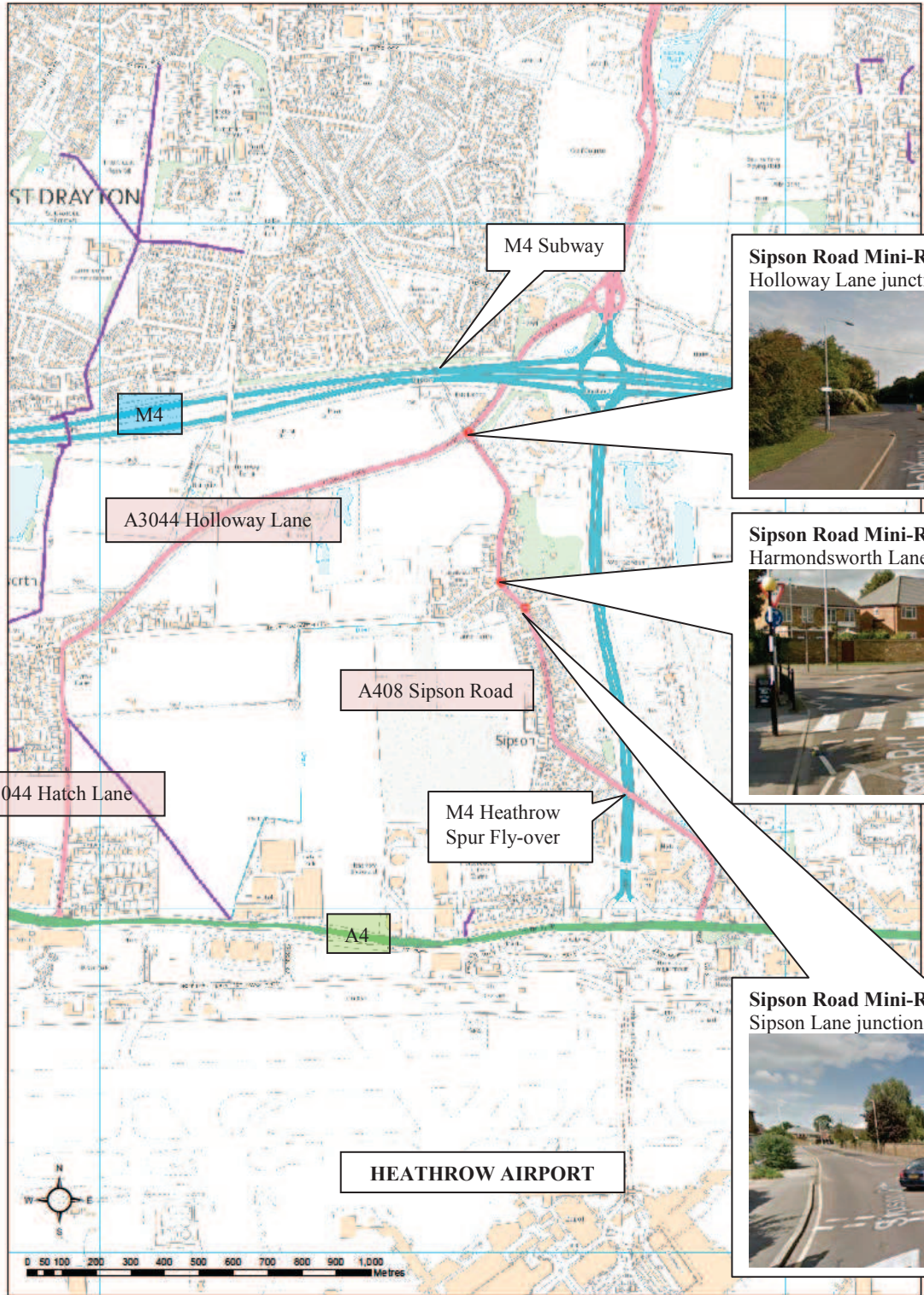
Legal

The report suggests that the Cabinet Member meet with residents in order to discuss their concerns with regard to the petition submitted. The Cabinet Member is advised that a decision to undertake any further traffic calming/speed reduction mechanisms must comply with the advertising and consultation requirements of the Road Traffic Regulation Act 1984.

8. BACKGROUND PAPERS

Nil.

Appendix 1: Location Plan Sipson Road



Map Notes

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Agenda Item 6

NORTHGATE, NORTHWOOD - PETITION REQUESTING TRAFFIC CALMING MEASURES AND CAMERA ENFORCEMENT OF BANNED TURNS

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition requesting traffic calming measures in Northgate and camera enforcement of the banned turns from Duck's Hill 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	Northwood Ward

2. RECOMMENDATION

That the Cabinet Member:

1. Notes the original reason for the banned turn being introduced.
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 asks officers to add the petitioners' request to the Council's Road Safety Programme for further investigation.
4. Asks officers to liaise with the Metropolitan Police Service to request enforcement of the banned turn.

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 30 signatures has been submitted to the Council mainly signed by residents who live on Northgate but also by households in adjoining roads, requesting traffic calming measures in Northgate and the installation of a camera to enforce the banned turns from Duck's Hill Road into Northgate.
 2. Northgate is a mainly residential road that provides a link between Duck's Hill Road (A4180) which is classified as a Borough main distributor road with Copsewood Way then onto the Rickmansworth Road (A404) which is classified as a Borough strategic road. Northgate is also served by the 331 bus route.
 3. In a statement submitted with the petition residents have helpfully included two suggestions to address their concerns:-
 - *Camera installation to control the "no turn" issue through the use of fines.*
 - *Appropriate traffic calming measures to reduce excessive speeding on Northgate.*
 4. Analysis of the latest available Police recorded personal injury accident data for the three year period ending October 2014 has shown that there have been no reported collisions along Northgate, but four slight and one serious accident took place on Duck's Hill Road within a 50 metre radius of its junction with Northgate.
 5. As the Cabinet Member will be aware the banned turn was introduced in February 2002, following a review of accident trends in Hillingdon over a three year period. The junction of Duck's Hill Road and Northgate was identified as one where a higher than average number of collisions had occurred. At the time there were ten recorded collisions in the three year period prior to the scheme being implemented and there was subsequently a significant reduction to four in an equivalent time span after the scheme, which from the data available has since remained reasonably consistent.
 6. To assist with investigations concerning the speed of vehicles using Northgate, 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. It is suggested that these surveys are undertaken by the use of Automatic Traffic Counters (ATCs) which as the Cabinet Member will know, are pairs of rubber
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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. The data captured will help inform any options officers could recommend to address any identified speeding issues.

7. As the Cabinet Member will be aware the enforcement of banned turns, such as the ones at the junction of Northgate and Duck's Hill Road, Northwood, used to be carried out using a mobile CCTV camera. The traffic offence is one of a group of contraventions which are known as Moving Traffic Contraventions. Cabinet agreed that the Council take over the powers to undertake the CCTV enforcement of moving traffic contraventions, including banned turns, from the police with effect from September 2006. However, in January 2008, Cabinet suspended the enforcement of these contraventions with effect from 31 January 2008. The decision was taken that the enforcement be suspended "until the Cabinet Member for Planning, Transportation and Recycling is happy that such enforcement is managed as required with a further report back to the Cabinet." This was again reviewed as recently as March 2013, and it was confirmed that there are currently no plans to change the current policy and reintroduce enforcement of this type.

8. This junction has generated a number of enquiries over the last few years. A minority of drivers do indeed flout the banned turn and the fact that there is currently no formal enforcement by the Council was rather unfortunately publicised by the local police to the local residents in 2013. However, the signs are clear and there is a traffic order in force, and so whilst some drivers ignore the ban, they surely do so in the full knowledge that they are committing an offence and so could, in theory, be liable to prosecution. It is understood that from time to time the police have undertaken some ad-hoc enforcement which they remain able to do so, subject to their own resource constraints. The vast majority of observant law abiding drivers do not make this banned turn and respect the restrictions. Should anyone cause an accident through ignoring these restrictions, then they could still be prosecuted by the police for "driving without due care and attention" or "dangerous driving". The banned turn was first introduced on road safety grounds, to tackle a pre-existing accident history and there is arguably justification for that decision in that there have been fewer accidents there since.

9. The Council recently carried out a review of a number of areas in the Borough, including the Northgate junction, where the suspension of enforcement has resulted in some contraventions. These observations confirmed that a small proportion of motorists continue to ignore the regulations. The idea of removing the restrictions has been formally put to the Metropolitan Police and the bus operators, but both were adamant that they wished to see this restriction retained on the basis that their original concerns dating from before the introduction of the restrictions remain.

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

Financial Implications

There are none associated with the recommendations in this report. However, if the Cabinet Member approves the inclusion of the request in the Council's Road Safety Programme a suitable budget will need to be identified. As this stage the cost of possible measures is unknown and will only be determined following detailed investigation.

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 concurs with the financial implications set out above, noting that there are no direct costs associated with the recommendations outlined above.

Legal

There are no special legal implications with the Cabinet Member to meet and discuss with petitioners their request for the installation of cameras and traffic calming measures and to consider recommendations 1 and 3-5 above.

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

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

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

Corporate Property and Construction

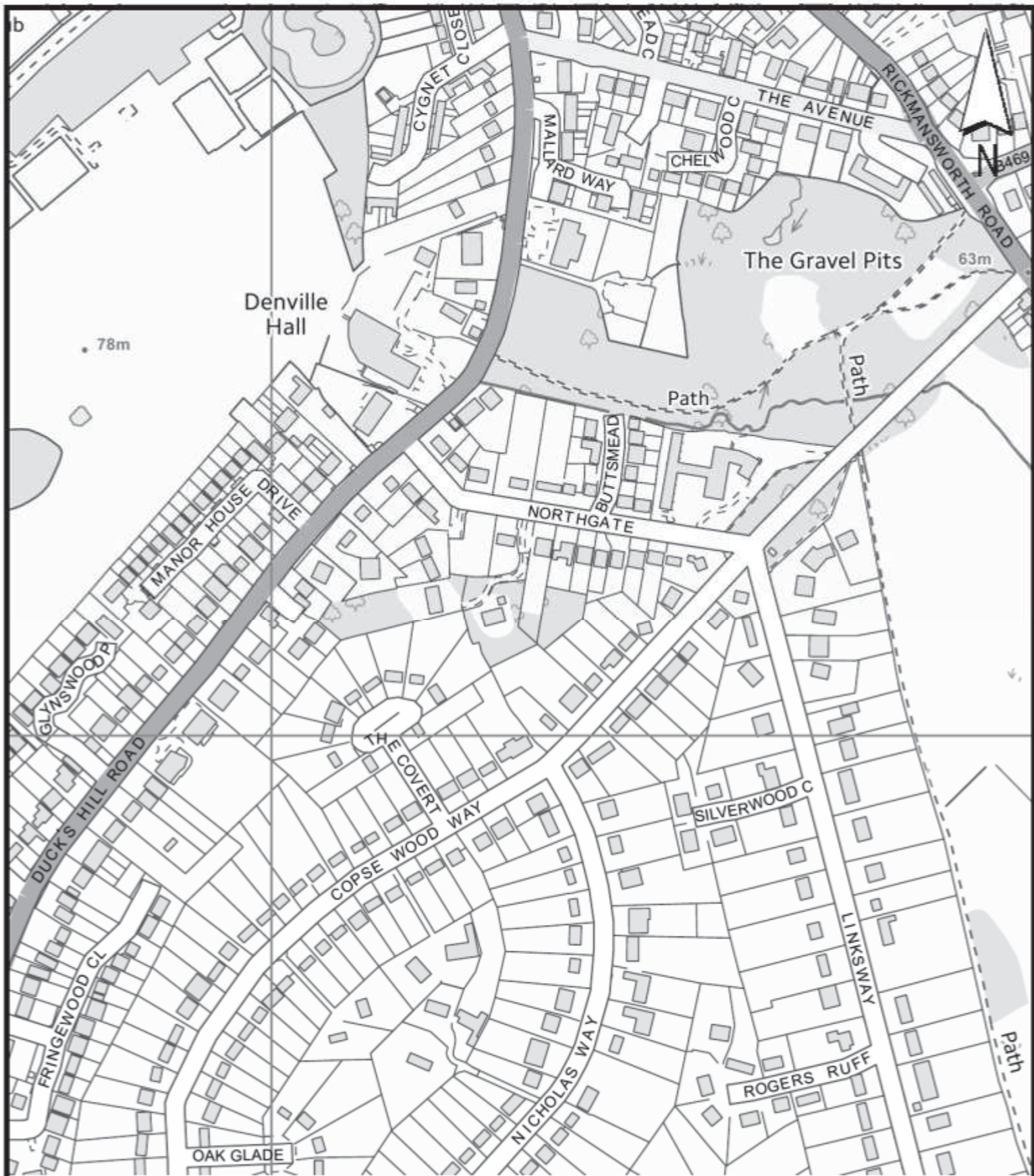
There are no property implications resulting from the recommendations set out in this report.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

None.



Northgate, Northwood - Area plan

Appendix A

Date March 2015

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WHITETHORN AVENUE, YIEWSLEY - PETITION REQUESTING MEASURES TO ADDRESS SPEEDING PROBLEMS

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation and Recycling
Officer Contact(s)	Gordon Hill, Residents Services Directorate
Papers with report	Appendix A - Area Plan Appendix B - Location of Speed Detection Equipment

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition from residents of Whitethorn Avenue.
Contribution to our plans and strategies	The request can be considered as part of the Council's road safety strategy.
Financial Cost	There are none associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward(s) affected	Yiewsley

2. RECOMMENDATION

That the Cabinet Member:

- 1. Meets and discusses with petitioners their concerns with the speed of traffic in Whitethorn Avenue.**
- 2. Notes the Council has undertaken an independent traffic and speed survey at three locations in Whitethorn Avenue and advises the petitioner of the results of these surveys, which show that the 85% percentile speeds are significantly below the posted speed limit.**
- 3. Considers instructing officers to refer the concerns of the petitioners regarding anti-social behaviour by a minority of road users to the local police, in order that the police may in turn consider their own investigations and possible ad-hoc enforcement activity if and when their resources permit.**

Reasons for recommendation

Discussions with the petitioners will allow the Cabinet Member to fully understand their concerns.

Alternative options considered / risk management

None at this stage

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition, signed by 36 residents of Whitethorn Avenue, Yiewsley has been received by the Council. In an attached email, the lead petitioner asks for measures to reduce the speed and associated noise of traffic from Cornerstone Centre to Poplar Avenue.
2. Whitethorn Avenue is a mainly residential road that loops around to link Yew Avenue to Horton Road. A plan of the area is attached as Appendix A. As will be seen from the plan, Whitethorn Avenue is not a direct through-route and therefore does not, for example, provide an especially convenient link between Horton Road and Falling Lane. Therefore it seems most likely that the majority of traffic using Whitethorn Avenue will be associated with residents and their visitors rather than commuters or other through-traffic. The existing speed limit in Whitethorn Avenue is 30mph.
3. After receiving the petition and in order to promptly begin to address residents concerns, it was agreed with Local Ward Councillors, the Cabinet Member and the lead petitioner to undertake independent speed and traffic surveys at three locations selected by the lead petitioner on Whitethorn Avenue.
4. In early December 2014 three surveys took place over a 24 hour, seven day period by using Automatic Traffic Counters (ATCs). As the Cabinet Member will be aware, these are rubber tubes laid across the carriageway that record both vehicle type and speed. This type of survey is generally regarded as the most reliable and informative method available as it operates at all times of day and night and can therefore give indications of any particular speeding patterns which can be shared, where appropriate, with the police.
5. The locations of the ATCs are shown on the plan attached as Appendix B to this report.
6. The 85th percentile at location A was found to be 22mph eastbound and 24mph westbound, 28mph eastbound and 28mph westbound at location B and at location C speeds were recorded as 28mph eastbound and 27mph westbound. As the Cabinet Member will be aware, the '85th percentile' speed is the speed at or below which 85% of traffic is found to be travelling (and is therefore higher than the 'average' speed) and this statistic is used nationally by traffic engineers when ascertaining the levels of speeding problems.

7. In roads where vehicle speeds are significantly higher than the speed limit, physical measures to encourage lower speeds could be considered. As the speeds recorded in Whitethorn Avenue are lower than the limit and there is fortunately no history of accidents along Whitethorn Avenue, the survey results do not in themselves support a case for physical measures to be introduced at the present time.

8. It is therefore recommended that the petitioners are invited to meet the Cabinet Member and that survey results are again shared with them.

9. The Cabinet Member will be aware that he receives many similar requests for lower speed limits and traffic calming schemes and with the limited funding made available by Transport for London, all such requests need to be prioritised in favour of those where clear independent evidence supports the case for change.

10. Although as explained, the survey results do not support the case for traffic calming, anecdotal evidence from the petitioners suggests that on occasions there has been a nuisance caused by the riders of scooters who have been travelling without due care and attention in Whitethorn Avenue. There is also anecdotal evidence of occasional problems with modified cars which generate more noise and associated nuisance to residents.

11. As these latter problems are intermittent and sporadic and constitute more of an anti-social nuisance for residents, they may be better tackled by the Metropolitan Police, including the local Safer Neighbourhood team. On this basis, the Cabinet Member may agree that officers should share the detail of the petitioners' concerns and the detailed survey results with their counterparts in the police, such that some further investigations and ad-hoc enforcement actions can be contemplated by them.

Financial Implications

There are no financial implications associated with the recommendations of this report.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

It will address the concerns of the petitioners.

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 with the Cabinet Member to meet and discuss with petitioners their request to review the current proposals for the road safety measures from the Cornerstone Centre to Poplar Avenue, which amounts to an informal consultation. A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of any 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 petitions, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with any officer recommendation. The decision maker must be satisfied that views from the public are conscientiously taken into account.

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

Corporate Property and Construction

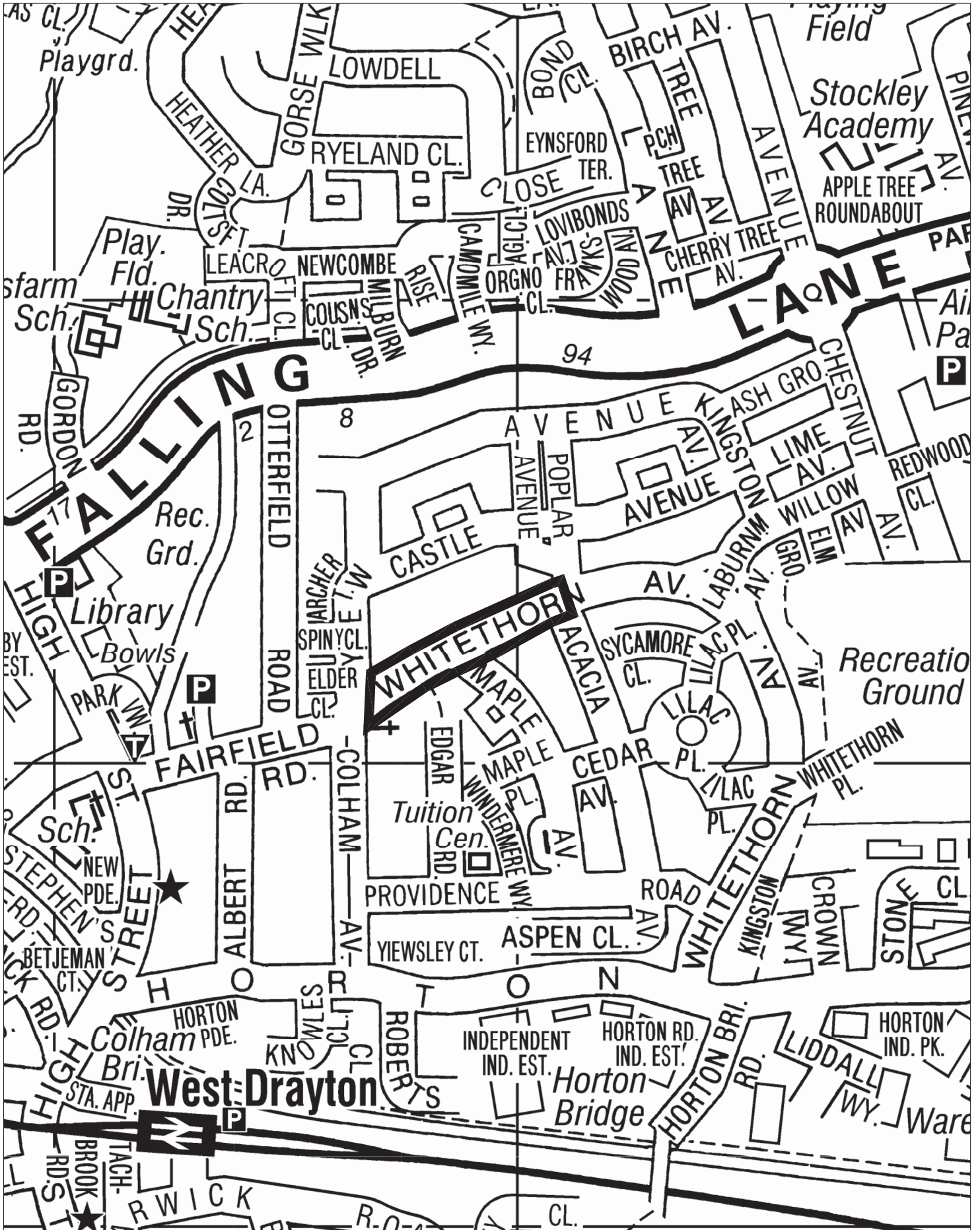
There are no Corporate Property and Construction implications resulting from the recommendations set out in this report.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

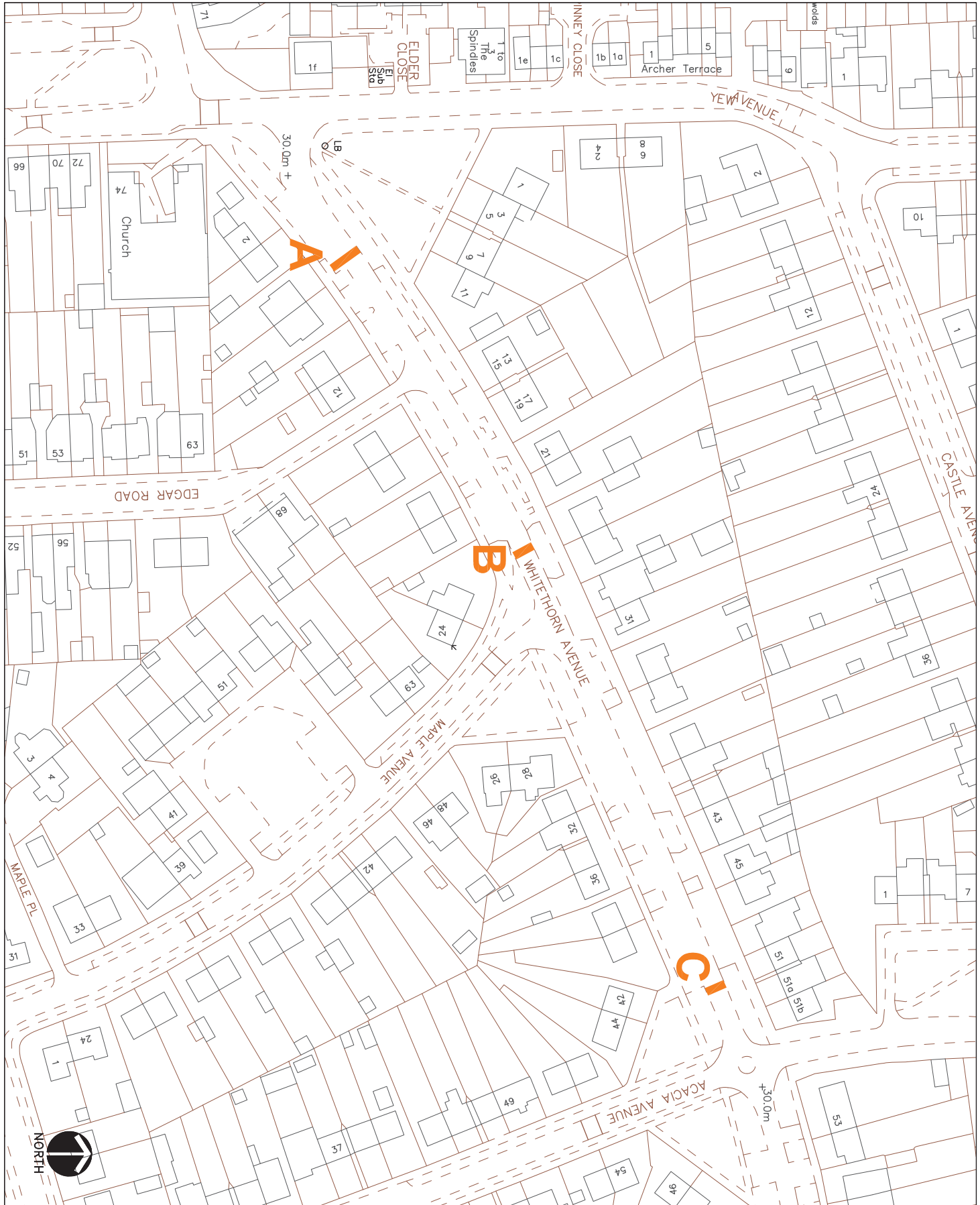
none



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Whitethorn Avenue - Area concerned with speeding vehicles



KEY

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TRANSPORT & PRODUCTS
PLANNING, DESIGN, SURVEYING AND
AND COMMUNITY SERVICES DIRECTORATE
ONE CENTRE WAY, CHESHAM, BUCKS, HP8 4NR
TEL: 0494 473300 FAX: 0494 473301
WWW.HILLINGDONBOROUGH.COUNCIL.GOV.UK

Project
Whitehorn Avenue
Viewsley

Description
Automatic Traffic Counter
Locations In Whitehorn Avenue

Scale	Designed	Drawn	Date
Project No.	Drawing No.	Rev.	

FAIRFIELD ROAD, YIEWSLEY - PETITION REQUESTING MEASURES TO ADDRESS PARKING PROBLEMS

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation and Recycling
Officer Contact(s)	Gordon Hill, Residents Services Directorate
Papers with report	Appendix A - Area Plan

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition from residents of Fairfield Road.
Contribution to our plans and strategies	The request can be considered as part of the Council's strategy for residents' parking schemes.
Financial Cost	There are none associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward(s) affected	Yiewsley

2. RECOMMENDATION

That the Cabinet Member:

1. **Notes the previous consultations in Fairfield Road in 2013 and 2014.**
2. **Decides if the request for a Parking Management Scheme in Fairfield Road should be added to the Council's future parking scheme programme for further investigation and more detailed consultation when resources permit.**

Reasons for recommendation

Discussions with the petitioners will allow the Cabinet Member to fully understand their concerns.

Alternative options considered / risk management

None at this stage.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition, signed by 28 mixture of residents and local businesses of Fairfield Road, Yiewsley has been received by the Council. In an accompanying letter, the lead petitioner helpfully sets out residents' concern and possible solutions which are as follows;

"Following the parking permit introduction onto Albert Road, Yiewsley and Colham Avenue, Yiewsley, we have all been struggling to find parking in and around our homes and area. I understand the reason for this, however in doing this the problem has been made worse for us in that we are only now able to park really on Otterfield Road. However with this change those individuals (non residents) that were parking on these two roads are now doing the same - parking on Otterfield Road and Fairfield Road.

As residents in the area and the adjacent road, this was obviously not taken into consideration. I and all those who have signed the attached petition would therefore like to request that the council looks into this problem and find a possible solution.

Solutions for this issue or problem could include:

- Residents and business of Fairfield Road, being able to apply for parking permits for both Albert Road and Colham Avenue.*
- The creation of parking bays on Fairfield Road specifically for residents"*

2. Fairfield Road contains a mix of residential properties and local businesses. At the western end of Fairfield Road between High Street and Albert Road the road already benefits from a "Stop and Shop" parking scheme and waiting restrictions. To the east of Albert Road there are some existing limited time waiting restrictions and also sections of unrestricted kerb-side space. During recent visits to the area, officers noted that rarely were there any free parking spaces available to the east of Albert Road.

3. Although the lead petitioner suggests in their letter that Fairfield Road *"was obviously not taken into consideration"* it should be noted that on two separate occasions in recent years Fairfield Road has been informally consulted on options to manage parking in the road. On the first occasion in September 2013, the consultation took place following the Cabinet Member decision to include Colham Avenue in the same Parking Management Scheme as Albert Road. However, few residents of Fairfield Road responded to this consultation and those who did indicated mixed views and therefore the Council did not have a mandate to proceed with a scheme at that time.

4. A second informal consultation was undertaken in August 2014 with residents and local businesses on options that included residents parking places, waiting restrictions and a "Stop and Shop" scheme outside the shops. Four responses to this second consultation were received from residents of the 22 residential properties in this section of Fairfield Road with three indicating support for a parking management scheme and one indicating support for waiting restrictions. Again the number of responses to this consultation was disappointingly low. The Council received five responses from local businesses, two in support of a "Stop and Shop" scheme and three indicating preference for no changes to the current parking arrangements. These results were shared with the local Ward Councillors who informed officers that local businesses and residents were in the process of preparing the present petition which is before the Cabinet Member, which they indicate would show significant support for managed parking in Fairfield Road. As a consequence it is recommended that the Cabinet Member meets with petitioners to hear their concerns before any decision on whether to progress a parking scheme in Fairfield Road is made.

Financial Implications

There are no financial implications associated with the recommendations of this report.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

It will address the concerns of the petitioners.

Consultation Carried Out or Required

None at this stage.

5. CORPORATE IMPLICATIONS

Corporate Finance

There are no financial implications associated with the recommendations of this report.

Legal

There are no special legal implications with the Cabinet Member to meet and discuss with petitioners their request for parking permits for both Albert Road and Colham Avenue and the creation of parking bays on Fairfield Road; and to consider recommendations 2-3 above.

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

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

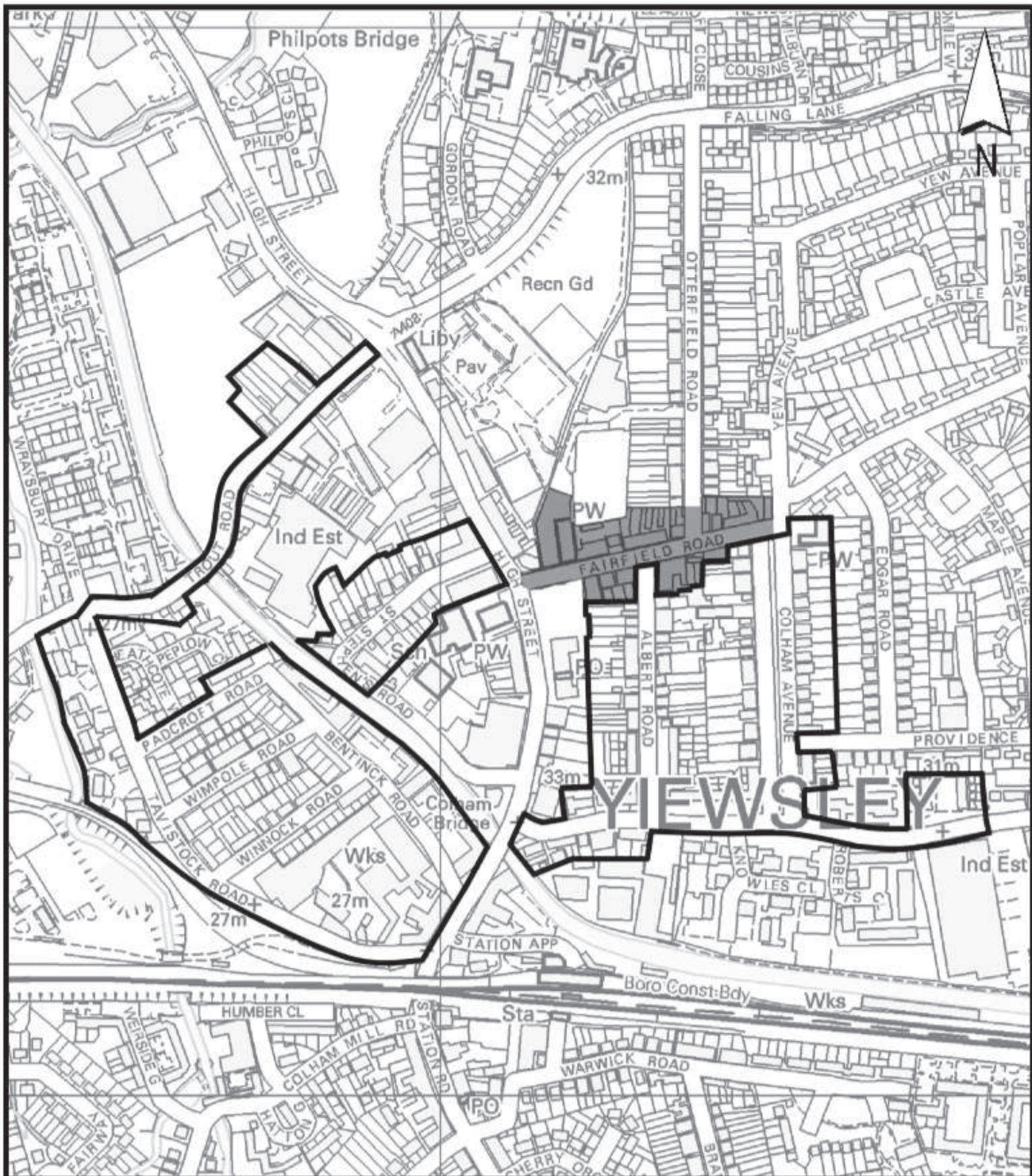
Should there be a decision that further measures are to be considered then the relevant statutory provisions will have to be identified and considered.

Corporate Property and Construction

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

6. BACKGROUND PAPERS

None.



Fairfield Road, Yiewsley - Location plan

Appendix A

Date March 2015

Scale 1:6,500



Extent of the Yiewsley Parking Management Scheme Zone Y1



Extent of Fairfield Road, Yiewsley

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