



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

Date: WEDNESDAY, 17 JUNE
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

**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, 9 June 2015

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Putting our residents first

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	7pm	Concerns in relation to speeding traffic in Sharps Lane, Ruislip	West Ruislip	1 - 6
5	7pm	Request for Heathcote Way and Peplow Close, Yiewsley to be included in Parking Management Scheme	Yiewsley	7 - 12
6	7.30pm	Request for double yellow lines in Old Orchard Close, Uxbridge, and inclusion in a residents parking scheme	Yiewsley	13 - 18
7	8pm	Request to alter the parking restrictions in Stirling Road, Hayes	Townfield	19 - 24
8	8pm	Petition to stop the proposed traffic islands and pedestrian refuge on Cornwall Road, Ruislip Manor	Manor	25 - 32

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Agenda Item 4

SHARPS LANE, RUISLIP - PETITION REGARDING VEHICLE SPEEDS

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 regarding vehicle speeds in Sharps Lane, Ruislip
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	West Ruislip Ward

2. RECOMMENDATION

Meeting with the Petitioners, the Cabinet Member:

1. **Considers their concerns regarding vehicle speeds in Sharps Lane, Ruislip.**
2. **Notes the moderate speeds recorded during a previous traffic volume and speed survey which was undertaken in September 2013.**
3. **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.**
4. **Subject to the outcome of the above, if appropriate, considers adding Sharps Lane to future phases of the Council's Vehicle Activated Signs programme and adds 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 51 valid signatures has been submitted to the Council under the following heading "*This petition is regarding the speeding of vehicles in Sharps Lane, Ruislip, HA4 7JP*".
2. The petition has mainly been signed by residents of Barringers Court in Neats Acre which is a road immediately adjoining Sharps Lane.
3. Sharps Lane is a residential road situated to the west of Ruislip town centre and effectively consists of two different sections of road. The north-south arm of Sharps Lane is subject to an existing one-way system for northbound traffic between its junctions with Ickenham Road and Cottage Close. The east-west arm of Sharps Lane is served by the U10 Bus Route and has existing 'Slow' markings installed on the carriageway. A location plan is attached as Appendix A to this report.
4. The Cabinet Member will recall hearing a recent petition requesting permit holder parking on the east-west arm of Sharps Lane. In response, the Council is currently undertaking an informal consultation seeking residents' views on parking options to manage the section of Sharps Lane between Hill Lane and Bury Street.
5. An independent vehicle speed and volume survey was undertaken for a full week on a 24 hour basis on Sharps Lane in the vicinity of Neats Acre in September 2013. The 85th percentage was recorded as 28mph for eastbound traffic and 29mph for westbound traffic. The Cabinet Member will be aware that the 85th percentile speed is the speed at or below which 85% of the traffic is travelling, and is the standard statistical tool used by traffic engineers when assessing speeding issues. The 85th percentile speed is usually higher than the average speed and so is a more reliable measure of assessing prevailing traffic speeds. It is noteworthy that both these speeds are below the existing 30mph limit for Sharps Lane.
6. Analysis of the latest available Police recorded personal injury accident data for the three year period ending December 2014 has indicated that there have been no accidents along the length of Sharps Lane. There has been one accident involving slight injuries at the junction of Bury Street and Sharps Lane when a pedestrian crossed the road into the path of an on-coming vehicle.
7. To assist with investigations concerning the speed of vehicles using Sharps Lane, it is recommended that the Cabinet Member considers asking officers to commission fresh independent 24 hour / 7 day vehicle speed and classification surveys at locations agreed by the petitioners and relevant Ward Councillors.
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 Sharps Lane to a future phase of the programme. This could be coupled with further investigations under the Road Safety Programme to establish the case for additional measures.

9. 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

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and concurs with the financial implications above, noting 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 concerning the speed of vehicles in Sharps Lane and to consider recommendations 1 to 4 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

None at this stage.

Relevant Service Groups

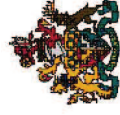
None at this stage.

6. BACKGROUND PAPERS

Nil.

APPENDIX A

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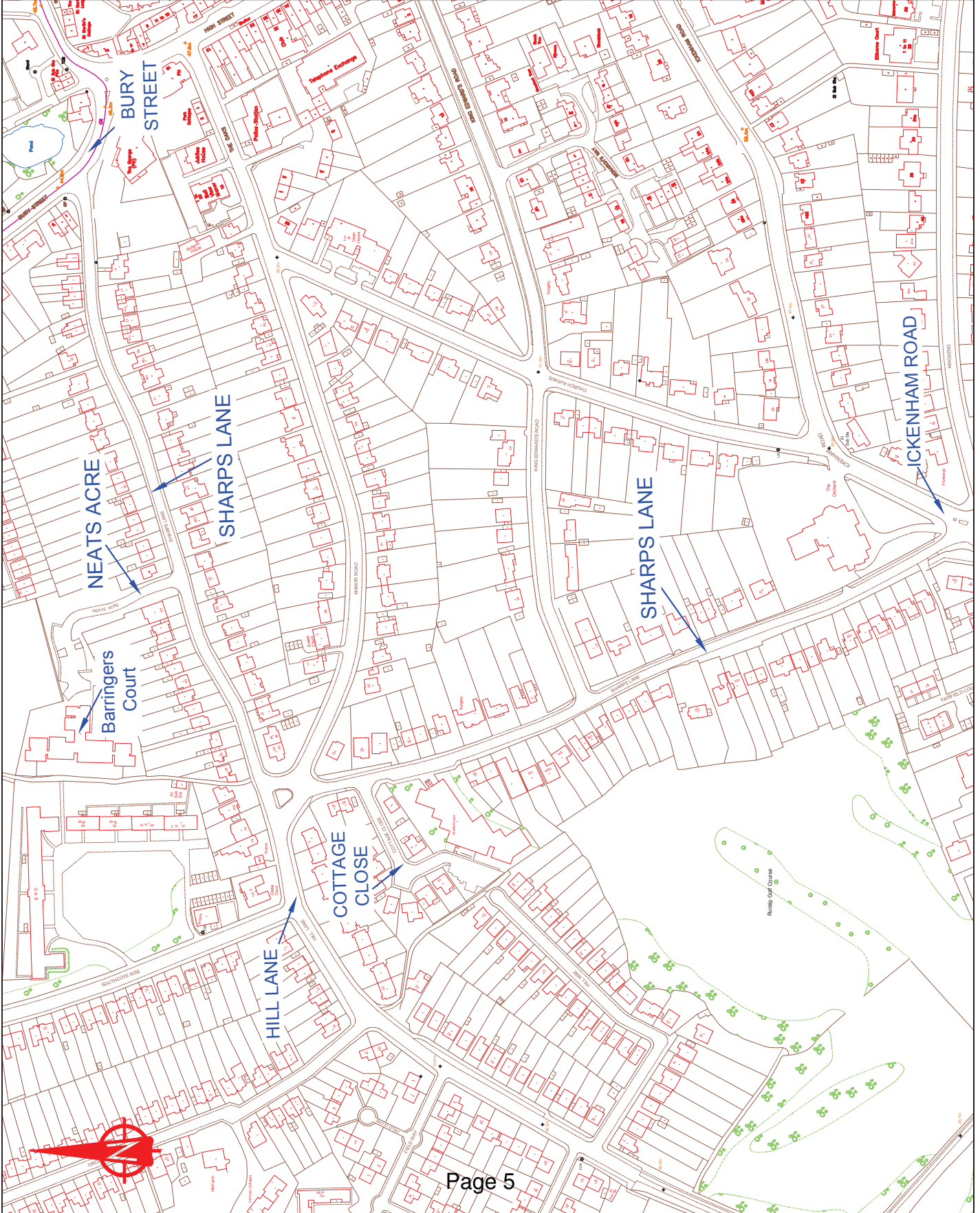
HILLINGDON
LONDON

Project
Sharps Lane, Ruislip

Description
LOCATION PLAN

Scale
Drawn (initials/date)
NTS
CF
5/15

Checked (initials/date)
Project No.
Drawing No.
Rev.



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HEATHCOTE WAY, WEST DRAYTON - PETITION REQUESTING A PARKING MANAGEMENT SCHEME

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition from residents of Heathcote Way, West Drayton asking for a Parking Management Scheme
Contribution to our plans and strategies	The request can be considered as part of the Council's strategy for on-street parking.
Financial Cost	There are none associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward(s) affected	Yiewsley

2. RECOMMENDATION

Meeting with the Petitioners, the Cabinet Member:

1. Considers the concerns raised by petitioners regarding parking in Heathcote Way, West Drayton.
2. Subject to the outcome of the above, asks officers to add the request to the Council's extensive parking 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 24 signatures has been submitted to the Council from residents who live in Heathcote Way, West Drayton asking for a Parking Management Scheme. The 24 signatures represent 19 out of the 39 properties in Heathcote Way.
2. Heathcote Way is a residential road which is only a short walk to the shops, station and other local amenities in West Drayton/Yiewsley Town Centres.
3. In an accompanying statement the lead petition outlines the problem as "*no parking spaces for residents, cars parked on corners*". They go on to say that "*it has got a lot worse since there is a Parking Management Scheme on Tavistock Road and Padcroft Road*".
4. The Cabinet Member will recall that the roads immediately adjacent to Heathcote Way were included in an extension to the Yiewsley Parking Management that was implemented in September 2014. It is therefore likely that some non-residential parking has been displaced to Heathcote Way as this is now one of the closest unrestricted roads to the town centre. A location plan and the area covered by the existing Parking Management Scheme is attached as Appendix A to this report.
5. The Council's powers to control on-street parking are either to prohibit it with the introduction of yellow lines or to include it within a Residents' Permit Parking Scheme. It is clear from the petition that residents are requesting a Parking Management Scheme and logically this would suggest inclusion within the Yiewsley Scheme. The Cabinet Member will, however, be aware that when these schemes are introduced, non-residential parking transfers as appears to be the case in this instance. The Cabinet Member may feel it therefore prudent to consider including Peplow Close, a road directly accessed from Heathcote Way, in a possible future consultation.
6. It is therefore recommended that the Cabinet Member discusses with petitioners their concerns and if considered appropriate, asks officers to add this request to the parking scheme programme and to explore options to manage the parking in Heathcote Way and Peplow Close for future consultation.

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 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 a Parking Management Scheme on Heathcote Way and to consider recommendation 2 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

None at this stage.

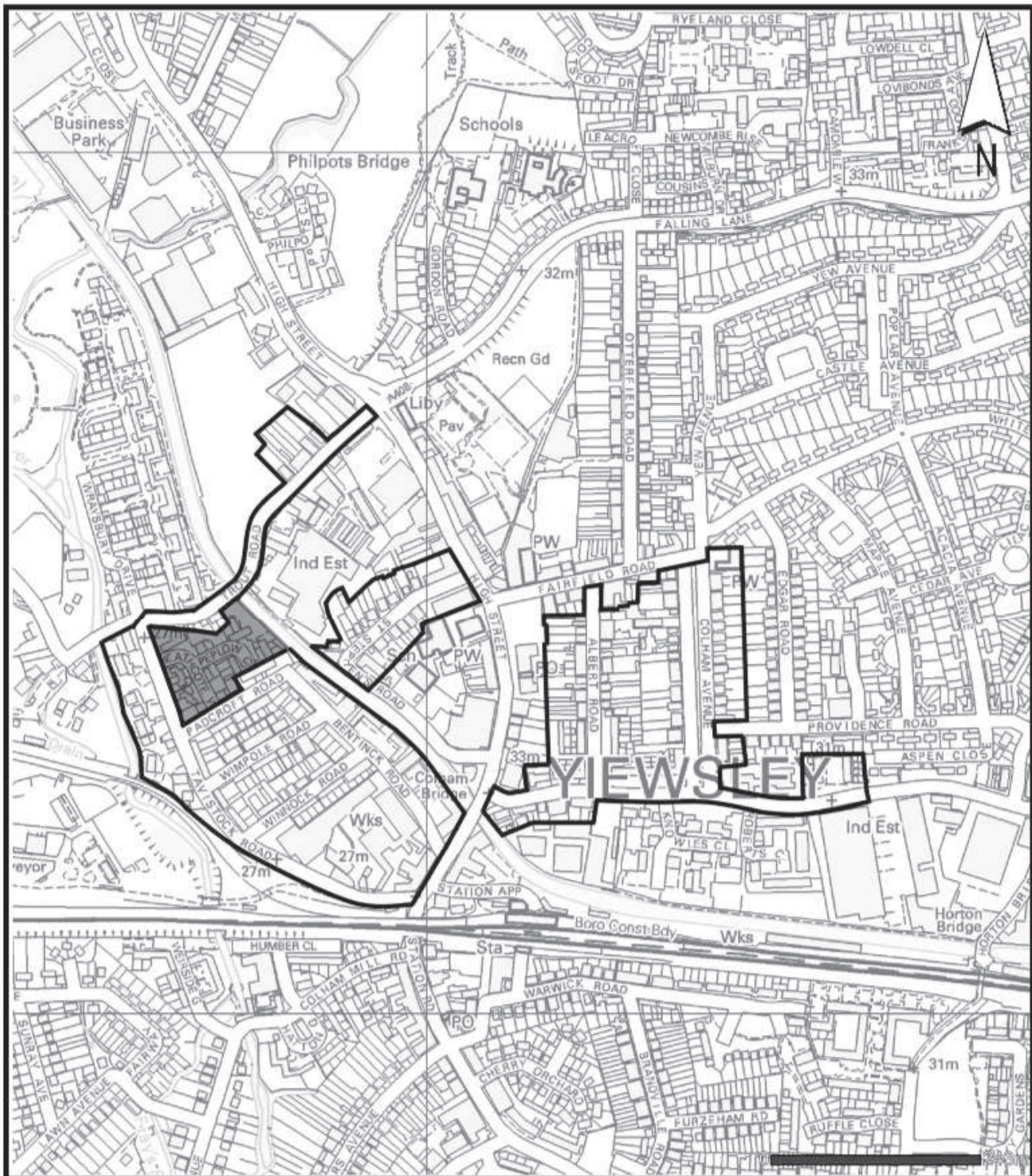
Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Nil

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Location plan

Appendix A

Date May 2015

Scale 1:6500

-  Extent of the Yiewsley Parking Management Scheme Zone Y1
-  Location of Heathcote Way and Peplow Close

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PETITION REQUESTING PARKING RESTRICTIONS IN OLD ORCHARD CLOSE, UXBRIDGE

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	Kevin Urquhart, 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 double yellow lines and residents parking to be introduced in Old Orchard Close, Uxbridge.
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	The cost to design, consult and implement possible parking restrictions in Old Orchard Close is estimated to be between £2,000 and £3,000 subject to further investigation.
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward(s) affected	Yiewsley

2. RECOMMENDATION

Meeting with the Petitioners, the Cabinet Member:

- 1) Considers the concerns raised regarding parking in Old Orchard Close, Uxbridge**
- 2) Subject to discussion with petitioners decides if the request for parking restrictions in Old Orchard Close should be added to the Council's future parking scheme programme for statutory consultation with residents on a detailed design as soon as resources permit.**

Reasons for recommendation

To allow the Cabinet Member to discuss with petitioners their concerns and if appropriate add their request to the parking schemes programme.

Alternative options considered / risk management

A local Ward Councillor has suggested that limited time waiting restriction may be beneficial in Old Orchard Close which can be discussed further with petitioners.

Policy Overview Committee comments

None at this stage

3. INFORMATION

Supporting Information

1. A petition with 20 signatures has been submitted to the Council requesting that double yellow lines and a resident permit parking scheme be considered in Old Orchard Close, Uxbridge. In the petition heading, the lead petitioner explains the difficulties that residents are experiencing with long term non-residential parking, in particular parking relating to Hillingdon Hospital and local motor vehicle traders.
2. The location of Old Orchard Close and the boundary of the nearby Hillingdon Hospital Parking Management Scheme are indicated on the plan attached as Appendix A. As this road is on the periphery of an existing Parking Management Scheme and is close to the Hospital and nearby businesses, it forms an attractive area for non-residents to park.
3. This petition has been signed by 7 out of the 8 properties in Old Orchard Close therefore representing a clear majority of the total number of households in the road.
4. The Cabinet Member will be aware that over the past few years the residents of roads close to Hillingdon Hospital have been consulted on several occasions to consider being included in a possible extension to the Hillingdon Hospital Parking Management Scheme, as part of operational reviews of the existing parking scheme. The most recent of these consultations was carried out in August 2013 where two further roads (Myrtle Close and Moorcroft Lane) were added to the scheme. As a result parking may have now been displaced into Old Orchard Close where the parking remained unrestricted.
5. The views of the local Ward Councillors have been sought and all three are support of the residents' suggestion of introducing parking restrictions in Old Orchard Close. It was also suggested that limited time waiting restrictions or residents parking operational for a couple of hours a day could be an option as this would maintain some parking provisions for local businesses. This suggestion can be discussed in greater detail with petitioners at the petition hearing.
6. It is therefore recommended that the Cabinet Member discusses with petitioners their concerns and if considered appropriate, asks officers to add this request to the future parking scheme programme. Due to the level of support demonstrated by petitioners, it may be possible to recommend that the Council proceeds straight to formal consultation on a detailed design for parking restrictions in Old Orchard Close. The outcome of this consultation would then be reported back to Ward Councillors and the Cabinet Member to assist the Council in making a decision on how best to proceed.

Financial Implications

The cost to design, consult and implement possible parking restrictions in Old Orchard Close is estimated to be between £2,000 and £3,000 subject to the outcome of a more detailed

investigation. Funding for this scheme would need to be established from a suitable source set out in a future report to the Cabinet Member.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member to consider the petitioners request and available options the Council has to address these concerns.

Consultation Carried Out or Required

If the Council subsequently progresses proposals for parking restrictions in Old Orchard Close formal consultation will be carried out to see if restrictions are supported.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and concurs with the financial implications above, noting recommendations contained therein do not have any direct costs associated, however, proposals to implement parking restrictions in Old Orchard Close will developed if approved.

Legal

There are no special legal implications with the Cabinet Member to meet and discuss with petitioners their request for on-street parking controls on Old Orchard Close, Uxbridge and to consider recommendation 2 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

None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received - 15th April 2015

Cabinet Member Report – 17 June 2015

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Hillingdon Hospital Parking Management Scheme
Zone HH & Old Orchard Close

Appendix A

Date May 2015

Scale 1:6,000



Extent of the Hillingdon Hospital Parking Management Scheme Zone HH

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PETITION REQUESTING A FORMALISED FOOTWAY PARKING SCHEME TO BE INTRODUCED IN STIRLING ROAD, HAYES

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and 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 submitted from residents of Stirling Road, Hayes asking for a formalised footway parking scheme be implemented in their road.
Contribution to our plans and strategies	The request can be considered in association with the Council's criteria for Footway Parking Exemption Schemes.
Financial Cost	There are no financial implications associated with the recommendation to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward(s) affected	Townfield

2. RECOMMENDATION

Meeting with the Petitioners, the Cabinet Member:

- 1) Considers the concerns raised by petitioners with footway parking in Stirling Road, Hayes.**
- 2) Subject to further discussion with petitioners asks officers to add the request for a formalised footway parking scheme in Stirling Road, Hayes on to the Council's forward programme for the rationalisation of existing footway parking schemes.**

Reasons for recommendation

From initial investigation the layout in Stirling Road will allow footway parking to take place in accordance with the Council's criteria. However, subject to the Cabinet Member's approval of the recommendations to this report, detailed investigation would be required before a scheme could be fully designed.

Alternative options considered / risk management

None as the petitioners made a specific request for a formalised footway parking scheme.

Policy Overview Committee comments

None at this stage

3. INFORMATION

Supporting Information

1. A petition with 20 signatures has been received from residents of Stirling Road under the following heading:

"We the residents of Stirling Road Hayes by the application of our signature below, call upon the London Borough of Hillingdon to review, consult and implement the following changes to the parking on Stirling Road, Hayes.

Create parking bays/areas on the pavement, leaving the drop-kerb/cross-over areas as non parking areas. We cite the scheme implemented in St Giles Avenue, Ickenham as an example.

2. Stirling Road is a residential road situated north-east of Hayes Town and is shown on the location plan attached as Appendix A to this report. Stirling Road has footways approximately 3 to 3.5 metres wide which are made up mostly of tarmac with some paving slabs along sections at the back of the footway. The carriageway is approximately 6 metres wide, so if vehicles are parked wholly in the carriageway on both sides of the road, access would be severely impeded.

3. There is already an existing footway parking scheme in operation in Stirling Road allowing vehicles to park with all four wheels on the pavement on both sides of the road. This was implemented in March 1994 and was marked out in accordance with the signs legislation at the time. However, the road markings for this scheme are no longer maintained as they no longer comply with current national signs legislation. As a consequence footway parking enforcement has been suspended.

4. It has been mentioned by petitioners that footway parking should only be permitted where it does not cause an obstruction to off-street parking areas. Following a site visit to Stirling Road, officers noted that while the majority of properties have dropped kerbs, a number do not have formal vehicle crossings and consequently, in such cases, there is a risk that householders may be driving across the footway unlawfully. This is not a practice that the Council can condone and if a formal scheme is considered then the Council could mark bays across these unofficial dropped kerbs which would stop this practice, although it is accepted that this might make support for a formal scheme less likely. It was also noted that there are some sections of the road where footway parking could not be considered where there are service covers and in some inadequately sized gaps between the lamp posts, trees and driveways where the minimum length of a formal parking bay cannot be accommodated but where residents currently park. It is inevitable that a formalised scheme will significantly reduce the overall amount of parking in Stirling Road.

5. Petitioners have identified another road in the Borough which has a formalised footway scheme and cite this as a scheme that they feel would benefit their street. The formalised

footway parking in St Giles Avenue has footway parking bays marked partly on the footway along sections of road which allow parking to take place on both sides of the road without obstructing the carriageway. Signs are placed at both ends of where the footway parking begins and terminates to indicate that vehicles must park in the marked bays on the footway. The same type of formalised scheme could be applied to Stirling Road but as explained above initial investigation reveals that such a scheme in Stirling Road would not provide as many parking places.

6. If the Cabinet Member were to decide for Stirling Road to be added to the Council's forward programme for Footway Parking Schemes, the next stage is to undertake detailed investigation as to what utilities such as gas, water, telephone or electricity mains may be impacted by a footway scheme. Subject to the results of this investigation a detailed design for formal consultation could be developed. The Cabinet Member will be aware that there is a large programme for these schemes and it is suggested the request for Stirling Road be added to the forward programme for the rationalisation of existing footway parking schemes.

Financial Implications

Investigation, design and consultation are undertaken within normal staff resources. The cost of introducing parking schemes will depend on the final details and this would not be known until consultation and more detailed investigation has been completed. The eventual cost of the work will need to be funded from a suitable source.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member to consider the petitioners request and available options the Council have to address these concerns.

Consultation Carried Out or Required

To add the request to the Council's programme for Footway Parking Schemes, so that subsequent design and consultation can be carried out. All residents of Stirling Road will eventually be consulted on a formal Footway Parking Scheme.

5. CORPORATE IMPLICATIONS

Corporate Finance

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

Legal

There are no special legal implications with the Cabinet Member to meet and discuss with petitioners their request for a formalised footway parking scheme on Stirling Road and to consider recommendation 2 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

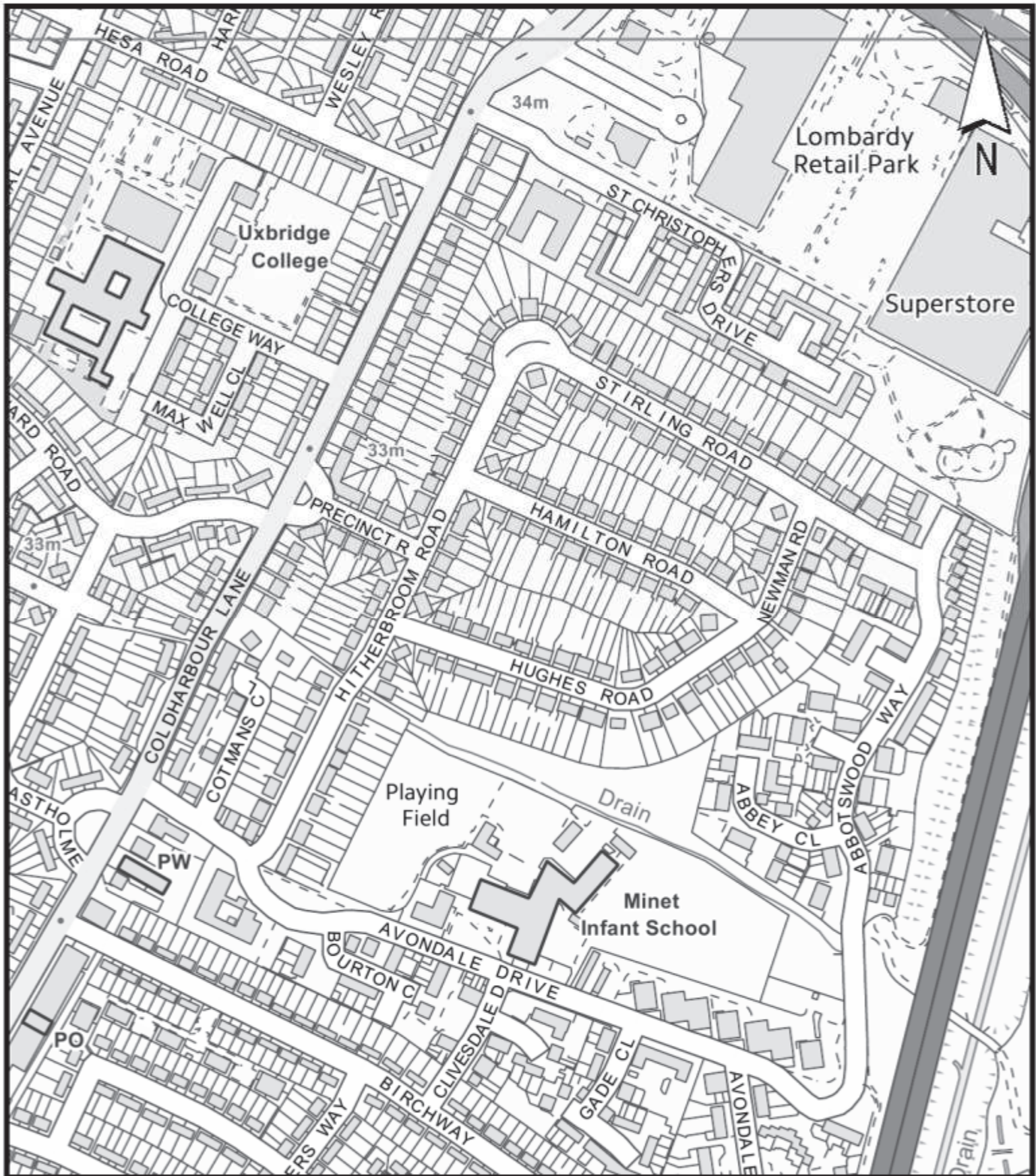
None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Nil



Stirling Road, Hayes - Location plan

Appendix A

Date May 2015

Scale 1:4,000

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Agenda Item 8

CORNWALL ROAD, RUISLIP - PETITION TO STOP THE PROPOSED TRAFFIC ISLANDS AND PEDESTRIAN REFUGE.

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that a petition has been received requesting that the proposed traffic islands and pedestrian refuge for Cornwall Road is abandoned.
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

Meeting with the Petitioners, the Cabinet Member:

1. Considers the petitioners' request to "stop the proposed traffic islands and pedestrian refuge on Cornwall Road".
2. Notes the results of previous consultations and petitions received on various options for Cornwall Road and the nature of the concerns that were raised by residents to these.
3. Notes that a scheme was developed to introduce two traffic islands and one pedestrian refuge in Cornwall Road as phase 1 of a possible series of measures.
4. Considers whether the scheme currently proposed should be implemented or to ask officers to investigate further options and report back to him.

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 detailed discussions with the petitioners.

Policy Overview Committee comments

None at this stage.

5. INFORMATION

Supporting Information

1 The Council has received a petition containing 143 signatures from residents of Cornwall Road, which represents 79 out of the 166 households (48%) in the road, requesting that the proposed introduction of the proposed traffic island and pedestrian refuge be abandoned. This petition has been submitted in direct response to the decision made following the previous petition (heard by the Cabinet Member in March 2015) that asked officers to implement the proposed scheme as phase 1 of a possible comprehensive range of traffic calming measures. A location plan is attached as Appendix A to this report.

2 In an accompanying detailed statement submitted by the lead petitioner it states "*The council proposed to put in place Traffic Islands and Pedestrian Refuge in Cornwall Road.*

We the residents of Cornwall Road strongly object to this, we firmly believe that the proposed traffic islands to address vehicle speeds in Cornwall Road will have the opposite effect and will lead to vehicles travelling at even greater speeds than is currently the case

We believe that vehicle speeds increase in line with the useable road width available and with the increase in available line of vision".

3 The petitioners go on to list a number of concerns related to the current proposals and in particular the negative impact that they would have in relation to the available on-street parking for residents and their visitors. In conclusion the petitioners state "*As residents and users of Cornwall Road we DO NOT WANT any traffic islands instead we want the Council to reconsider the original proposal of speed humps (sleeping policeman) or cameras which would raise revenue for the Council.*"

4 In order to assist the Cabinet Member, officers have attached extracts from the previous petition report in paragraphs 5 to 11 of this report that more than adequately sets out the history behind the current proposals and as a consequence the latest petition received from residents.

5 The Cabinet Member will recall considering a petition in March 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.*"

6 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.

7 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.

8 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 who 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 would appear from the recent petitions that there is some opposition to the current proposals. It is therefore suggested that the Cabinet Member meets the petitioners and discuss directly their on-going concerns and what measures if any would be appropriate and supported by a significant majority of residents.

Financial Implications

There are none associated with the recommendations to this report.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

The recommendations will provide the petitioners an opportunity to discuss their on-going concerns and subject to the outcome of these discussions decide if the scheme should be implemented as proposed or decide if officers should investigate further possible solutions.

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 confirms that there are no direct financial implications arising from 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 proposed traffic islands and pedestrian refuge for Cornwall Road to be abandoned and to consider recommendations 2-4 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

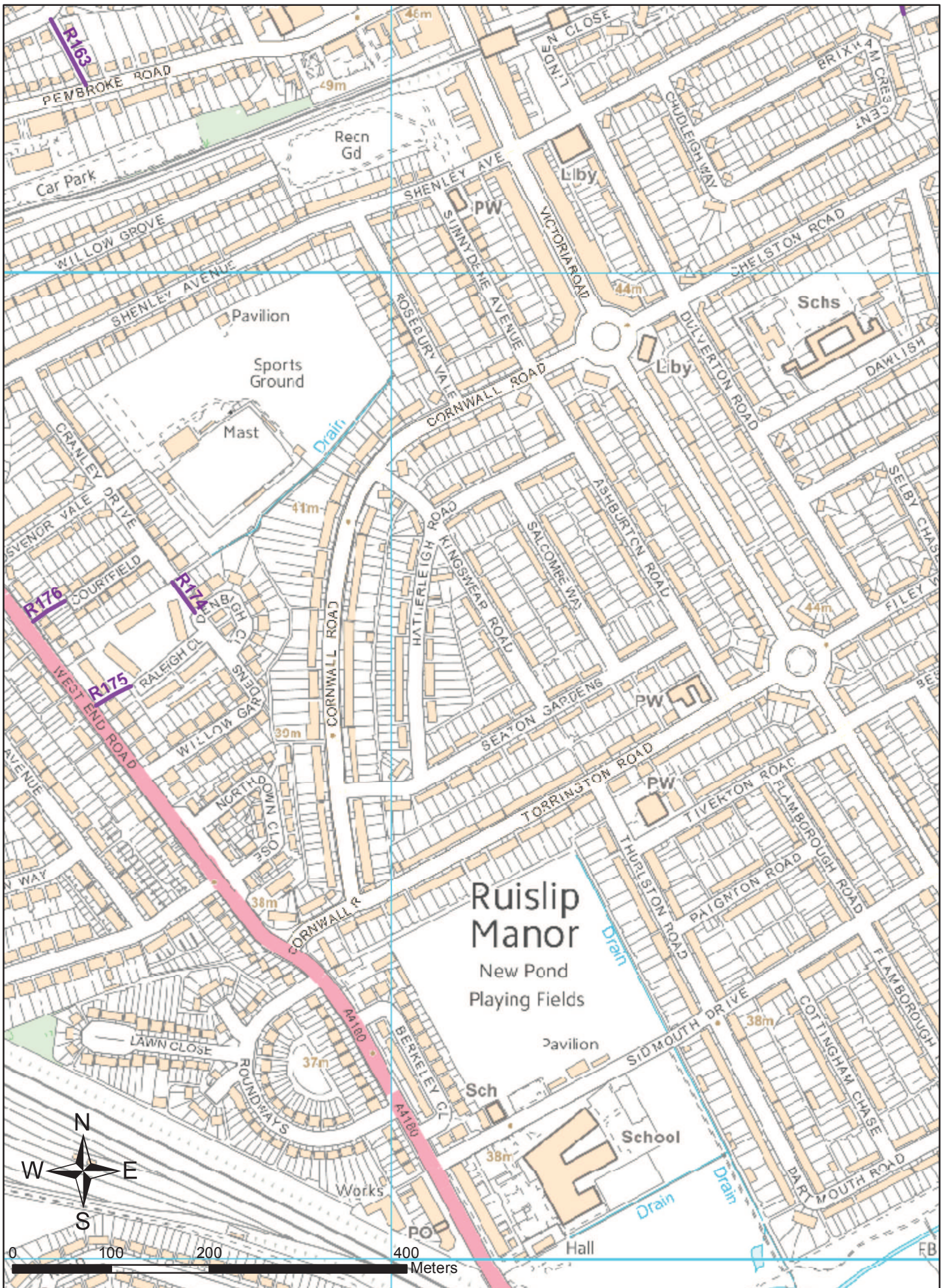
There are no property implications resulting from the recommendations set out in this report.

6. BACKGROUND PAPERS

Nil

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Appendix A



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