



HILLINGDON  
LONDON



# Petition Hearing - Cabinet Member for Planning and Transportation

**Date:** WEDNESDAY, 17 JUNE  
2009

**Time:** 7.00 PM

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

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

## Cabinet Member hearing the petitions:

Keith Burrows, Cabinet Member for  
Planning and Transportation

## 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.

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further information.**

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# Agenda

## **PART 1 - MEMBERS, PUBLIC AND PRESS MAY ATTEND**

- 1 To confirm that the business of the meeting will take place in public.
- 2 To consider the report of the officers on the following petitions received.

	<b>Start Time</b>	<b>Title of Report</b>	<b>Ward</b>	<b>Page</b>
<b>3</b>	7pm	North Avenue and Wheatley Crescent, Hayes - Petition requesting speed humps and concerns over road condition	<b><u>TOWNFIELD</u></b>	1 - 10
<b>4</b>	7pm	Montcalm Close and Wolfe Close, Hayes - Petition requesting road resurfacing	<b><u>BARNHILL</u></b>	11 - 18
<b>5</b>	7.30pm	Willow Grove, Ruislip - Petition requesting to properly resurface Willow Grove	<b><u>MANOR</u></b>	19 - 24
<b>6</b>	8pm	Service Road off Princess Way, Ruislip - Petition regarding flooding in Service Road	<b><u>SOUTH RUISLIP</u></b>	25 - 30
<b>7</b>	8pm	Triscott House, Avondale Drive, Hayes - Petition requesting traffic calming measures	<b><u>TOWNFIELD</u></b>	31 - 34
<b>8</b>	8.30pm	Cornwall Road and Victoria Road, Ruislip - Petition objecting to proposals for waiting restrictions	<b><u>MANOR</u></b>	35 - 42
<b>9</b>	9pm	The Avenue, Northwood - Petition requesting traffic calming measure and reducing speed limit	<b><u>NORTHWOOD</u></b>	43 - 48
<b>10</b>	9pm	Warren Road, Ickenham - Petition objecting to waiting restriction (single yellow line)	<b><u>ICKENHAM</u></b>	49 - 58

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## NORTH AVENUE AND WHEATLEY CRESCENT – CONDITION OF CARRIAGEWAY SURFACE AND FOOTWAY SURFACE AND THE PROVISION OF SPEED HUMPS

<b>Cabinet Member</b>	Councillor Keith Burrows
<b>Cabinet Portfolio</b>	Cabinet Member for Planning and Transportation
<b>Officer Contact</b>	Colin Stewart
<b>Papers with report</b>	None

### HEADLINE INFORMATION

<b>Purpose of report</b>	<p>This report deals with a petition signed by 34 residents of North Avenue and Wheatley Crescent, requesting that consideration be given to the condition of the carriageways and footways and the provision of speed humps in North Avenue.</p> <p>The lead petitioner is Mr Howard Cox, 21 North Avenue, Hayes, Middlesex UB3 2JE.</p>
<b>Contribution to our plans and strategies</b>	A safe borough, a clean and attractive borough
<b>Financial Cost</b>	£8.9k to resurface the carriageway in North Avenue, £18.4k to resurface the carriageway of Wheatley Crescent, a further £4.3k to reconstruct the footways in North Avenue and a provision of £1.5k for maintenance work on the footways in Wheatley Crescent based on current contract rates.
<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services Policy Overview Committee
<b>Ward(s) affected</b>	Townfield Ward

### RECOMMENDATIONS

It is recommended that the **Cabinet Member for Planning & Transportation**

1. **Notes the petition and listens to the concerns of the petitioners;**

2. Notes that officers have carried out a detailed assessment and that they recommend that the carriageways be resurfaced during a future programme.
3. Further notes that similarly, the footways have been assessed and will be included in a future programme. Officers are to explore possible resources to fund this work.
4. Considers instructing officers to undertake a classified traffic volume and speed survey before reporting back to him.

## **INFORMATION**

### **Reasons for recommendation**

The existing carriageway surfaces have deteriorated to the extent that shallow fretting has taken place throughout the entire length of North Avenue and Wheatley Crescent. The failure is due to the natural ageing of the bitmac surface, which is now slowly disintegrating after an estimated life of 30 to 40 years. Past patching has filled some of the worst fretting but only as a temporary measure. The extent of patching that has been carried out has had a detrimental effect to ride quality, particularly for cyclists. Resurfacing would provide a smoother, safer riding surface, maintain the asset value of the highways and improve the visual aspect of the streets.

The footways in North Avenue in particular are in a poor state of repair but this has been exacerbated by the residents driving their vehicles over a footway which has not been strengthened to take their vehicles. The footways in Wheatley Crescent require some normal, patching type, maintenance work.

### **Alternative options considered**

Officers consider that the carriageway surface is now beyond normal patching repair and that resurfacing is the only option available.

The footway in North Avenue needs reconstruction to eliminate the additional hazards created by residents due to their use of the footway as a vehicle access route and the change in levels caused by resident's new private paving. Patching will not eliminate these hazards.

### **Comments of Policy Overview Committee(s)**

None at this stage

### **Supporting Information**

- 1 North Avenue is a residential road, approximately 120m in length but only some 3.0m to 4.0m in width that joins Wheatley Crescent to Orchard Road. The carriageway is of rigid construction, i.e. an original concrete road that has been subsequently surfaced over with various layers of bituminous material. The uppermost layer has oxidised to the extent that potholes have appeared (Appendix 'B') as well as a general 'wearing away' of the surfacing, resulting in shallow ruts and general unevenness. The joints between the concrete panels

have failed and these need to be resealed otherwise they will be liable to let in surface water that will ultimately undermine the strength of the structural concrete layer.

- 2 Wheatley Crescent is a very similar road to North Avenue but wider at approximately 6.0m, 230m long, and forming a link between Hemmen Lane and Central Avenue. The remarks concerning the condition of the carriageway in Wheatley Crescent are the same as those for North Avenue.
- 3 Based on the results of the recent UKPMS (United Kingdom Pavement Management System) structural condition surveys, carried out on all Borough roads between November 2008 and January 2009, North Avenue and Wheatley Crescent are placed fairly low on the advised priority list for future treatment. However, roads resurfaced in any one year have been included in the highways renewal long-term programme and prioritised as a result of both planned highway structural condition surveys and “serviceability” criteria such as appearance, ride-quality etc. The number of roads resurfaced in any one year represents the most urgent works compared against need in the various areas of highway deterioration and represent a small proportion of the total programme.
- 4 At the time of the assessment prior to writing this report there was no fretting in evidence greater than 40mm, the minimum intervention level for immediate repair for dangerous defects, but there were concerns that the roughened surface could be a problem to cyclists and treatment could therefore be justified on safety grounds.
- 5 Numerous patching operations have been carried out over the years but these have primarily been of a temporary nature as the traditional patching method of cutting out neat rectangles and compacting in new material is impractical due to the age and brittleness of the surrounding material.
- 6 The footpaths in North Avenue are very narrow and have clearly been subject to extensive over riding caused by residents accessing their abutting properties. The levels between the residents’ new brick paving and the footway are different and the difference has been worsened by the residents allowing the supporting concrete to their paving spilling on to the footpath. The only effective remedial action is for the footway to be reconstructed while obtaining a contribution for strengthening the footway from each abutting resident who wishes to maintain access to their property for vehicles.
- 7 The Cabinet Member will be aware that the Council does not introduce road humps because of the level of objection both from the bus operators and the emergency services, whose response times can be seriously affected by such features.
- 8 The police reported personal injury accident data records for the 36 months period ending in December 2008 shows there have been no accidents in North Avenue or Wheatley Crescent.
- 9 Funding for traffic calming schemes is generally allocated by Transport for London (TfL). Their funding allocation is based on accident data and one of the criteria is six or more police reported personal injury accidents at the site of the proposed scheme. North Avenue with no personal injury accidents therefore does not meet the TfL criteria.

- 10 The Cabinet Member will also be aware that the Council operates a Road Safety Programme, funded from the Council's own capital reserves, and this programme allows the Council to explore road safety measures which fall outside the TfL criteria. The Cabinet Member may therefore wish to consider including North Avenue within that programme for further study, once he has heard the concerns of the petitioners
- 11 The Cabinet Member will wish to hear the views of the petitioners and, subject to that, may wish to approve a 24 hour/seven day speed and volume survey in North Avenue as part of the Road Safety Programme.

## **Financial Implications**

In certain circumstances the Council can incur legal liability, as the Highway Authority, for loss or damages to users of the highway, as a result of not complying with their duties under the Highways Act 1980, which could result in costs being incurred by the Council in settling claims if the work is not carried out.

Officers are to explore possible resources to fund this work, for instance consideration will be given to obtaining funding from the Highways Renewal (Capital) programme or S106 funding.

## **Legal Implications**

The Council has a statutory duty to maintain the highway under section 41 of the Highways Act 1980 (the duty). Each street must be maintained to the standard necessary to allow its ordinary traffic to pass along it. For example, there is a breach of duty in cases where danger is caused by a failure to repair.

A failure to comply with the duty leading to loss or damage to users of the highway creates a risk of legal liability for the Council.

Continued periodic inspection and the making of expeditious repairs, is sufficient to keep the highway in accordance with the necessary standard. The officer's report indicates that although the highways are not dangerous, improved ride quality would be facilitated in the longer term by resurfacing rather than a programme of continued patching. In the meantime, continued patching works may be necessary to discharge the duty.

There are competing priorities in any ongoing programme of maintenance. It is a matter for officers to recommend when the planned resurfacing should take place in the programme of highway works having regard to the legal requirement to meet the duty.

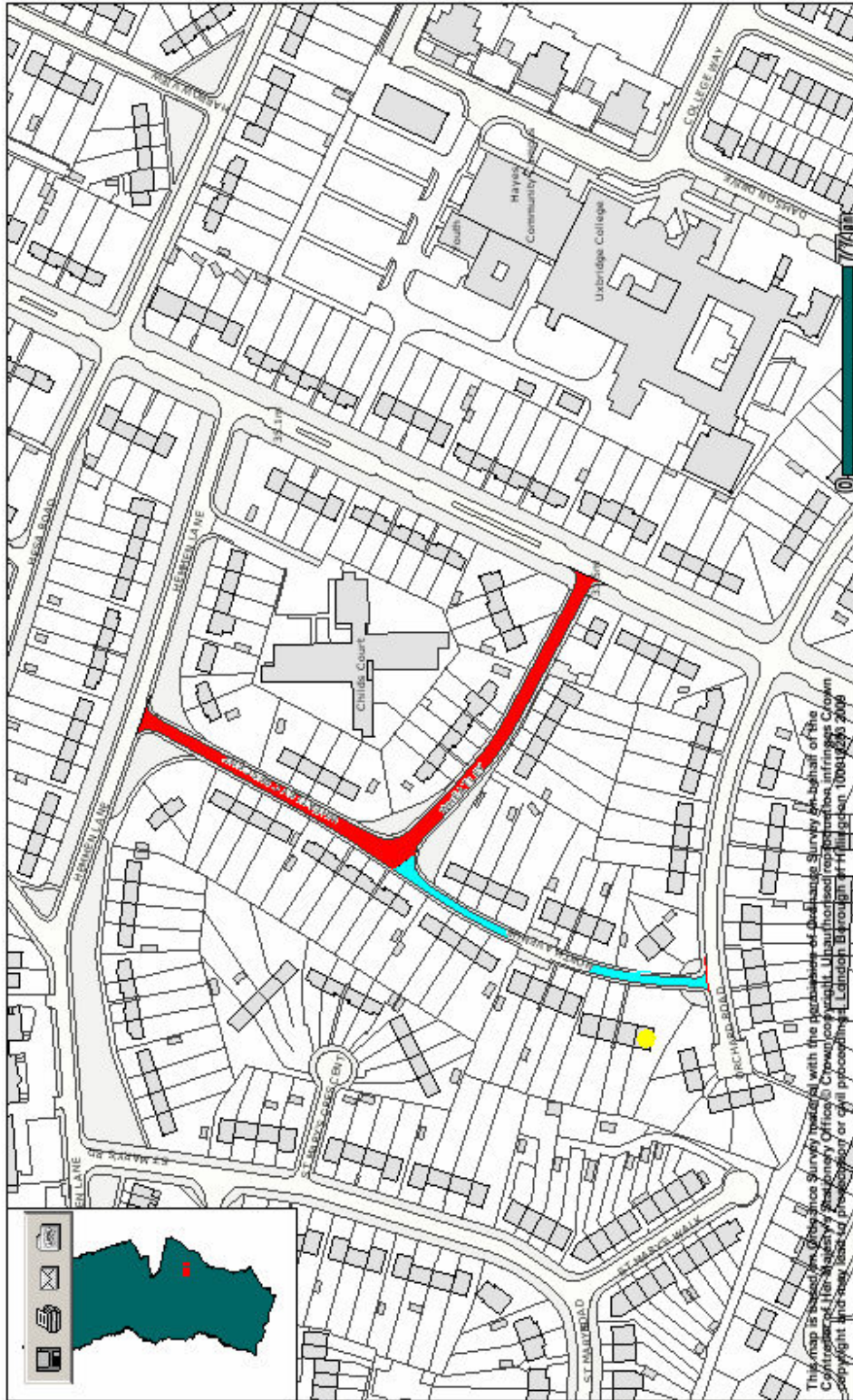
## **EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES**

The resurfacing of North Avenue and Wheatley Crescent will take into consideration the particular needs of older people and people with disabilities to provide smoother, safer highway surfaces and features.

## **BACKGROUND PAPERS**

Petition received, dated 24 September 2008.  
Letter John McDonnell MP dated 16 September 2008.

# APPENDIX 'A' – LOCATION PLAN





**APPENDIX 'B' – PHOTOGRAPHS OF EXISTING CARRIAGEWAY SURFACE – MAY 2008**

**North Avenue**





**Wheatley Crescent**

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PART 1 – MEMBERS, PRESS & PUBLIC  
CABINER MEMBER MEETING WITH PETITIONERS 17 JUNE 2009





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## MONTCALM CLOSE AND WOLFE CLOSE – REQUEST FOR RESURFACING

<b>Cabinet Member</b>	Councillor Keith Burrows
<b>Cabinet Portfolio</b>	Cabinet Member for Planning and Transportation
<b>Officer Contact</b>	Colin Stewart
<b>Papers with report</b>	None

### HEADLINE INFORMATION

<b>Purpose of report</b>	<p>This report deals with a petition signed by 33 residents of Montcalm Close and Wolfe Close, requesting that the carriageways be resurfaced.</p> <p>The lead petitioner is Mr Kevin Gates, Secretary – Brook Green Residents Association, 14 Chatsworth road, Hayes, Middlesex UB4 9ES.</p>
<b>Contribution to our plans and strategies</b>	A safe borough, a clean and attractive borough
<b>Financial Cost</b>	£3.6k to resurface the carriageway in Montcalm Close, and £5.2k to resurface the carriageway of Wolfe Close.
<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services Policy Overview Committee
<b>Ward(s) affected</b>	Barnhill Ward

### RECOMMENDATIONS

**It is recommended that the Cabinet Member for Planning & Transportation**

**Notes that officers have carried out a detailed assessment and that they recommend that Wolfe Close and be Montcalm Close be considered for resurfacing during a future programme. Officers are to explore possible resources to fund this work.**

### INFORMATION

## **Reasons for recommendation**

The existing carriageway surfaces have deteriorated to the extent that shallow fretting has taken place in isolated areas of both Montcalm Close and Wolfe Close. The failure is due to the natural ageing of the bitmac surface which is now slowly disintegrating after an estimated life of 30 to 40 years. Past patching has filled some of the worst fretting but only as a temporary measure. The worst area at the entrance to Montcalm Close has recently (April 2009) been partly resurfaced to eliminate any hazards in this area. The limited patching that has been carried out in the past has had a detrimental effect to ride quality, particularly for cyclists. Resurfacing would provide a smoother, safer riding surface, maintain the asset value of the highways and improve the visual aspect of the streets.

## **Alternative options considered**

Officers consider that the carriageway surface is now beyond normal patching repair and that resurfacing is the only option available.

## **Comments of Policy Overview Committee(s)**

None at this stage

## **Supporting Information**

- 1 Montcalm Close is a residential cul-de-sac approximately 53 metres in length with a turning head, coming off Ayles Road. The carriageway is of rigid construction, i.e. an original concrete road that has been subsequently surfaced over with various layers of bituminous material. The uppermost layer has oxidised to the extent that potholes have appeared (Appendix 'B') as well as a general 'wearing away' of the surfacing, resulting in shallow ruts and general unevenness. The joints between the concrete panels have failed and these need to be resealed otherwise they will be liable to let in surface water that will ultimately undermine the strength of the structural concrete layer.
- 2 Wolfe Close is a very similar road to Montcalm Close but only 46 metres long, and is in a similar condition to Montcalm Close
- 3 Based on the results of the recent UKPMS (United Kingdom Pavement Management System) structural condition surveys, carried out on all Borough roads between November 2008 and January 2009, Montcalm Close and Wolfe Close are placed fairly low on the advised priority list for future treatment. However, roads resurfaced in any one year have been included in the highways renewal long-term programme and prioritised as a result of both planned highway structural condition surveys and "serviceability" criteria such as appearance, ride-quality etc. The number of roads resurfaced in any one year represents the most urgent works compared against need in the various areas of highway deterioration and represent a small proportion of the total programme.
- 4 At the time of the assessment prior to writing this report there was no fretting in evidence greater than 40mm, the minimum intervention level for immediate repair for dangerous

defects, but there were concerns that the roughened surface could be a problem to cyclists and treatment could therefore be justified on safety grounds.

- 5 Patching operations have been carried out over the years but these have primarily been of a temporary nature as the traditional patching method of cutting out neat rectangles and compacting in new material is impractical due to the age and brittleness of the surrounding material.

## **Financial Implications**

In certain circumstances the Council can incur legal liability, as the Highway Authority, for loss or damages to users of the highway, as a result of not complying with their duties under the Highways Act 1980, which could result in costs being incurred by the Council in settling claims if the work is not carried out.

Officers are to explore possible resources to fund this work, for instance consideration will be given to obtaining funding from the highways renewal (capital) programme or S106 funding.

## **Legal Implications**

The Council has a statutory duty to maintain the highway under section 41 of the Highways Act 1980 (the duty). Each street must be maintained to the standard necessary to allow its ordinary traffic to pass along it. For example, there is a breach of duty in cases where danger is caused by a failure to repair.

A failure to comply with the duty leading to loss or damage to users of the highway creates a risk of legal liability for the Council.

Continued periodic inspection and the making of expeditious repairs, is sufficient to keep the highway in accordance with the necessary standard. The officer's report indicates that although the highways are not dangerous, improved ride quality would be facilitated in the longer term by resurfacing rather than a programme of continued patching. In the meantime, continued patching works may be necessary to discharge the duty.

There are competing priorities in any ongoing programme of maintenance. It is a matter for officers to recommend when the planned resurfacing should take place in the programme of highway works having regard to the legal requirement to meet the duty.

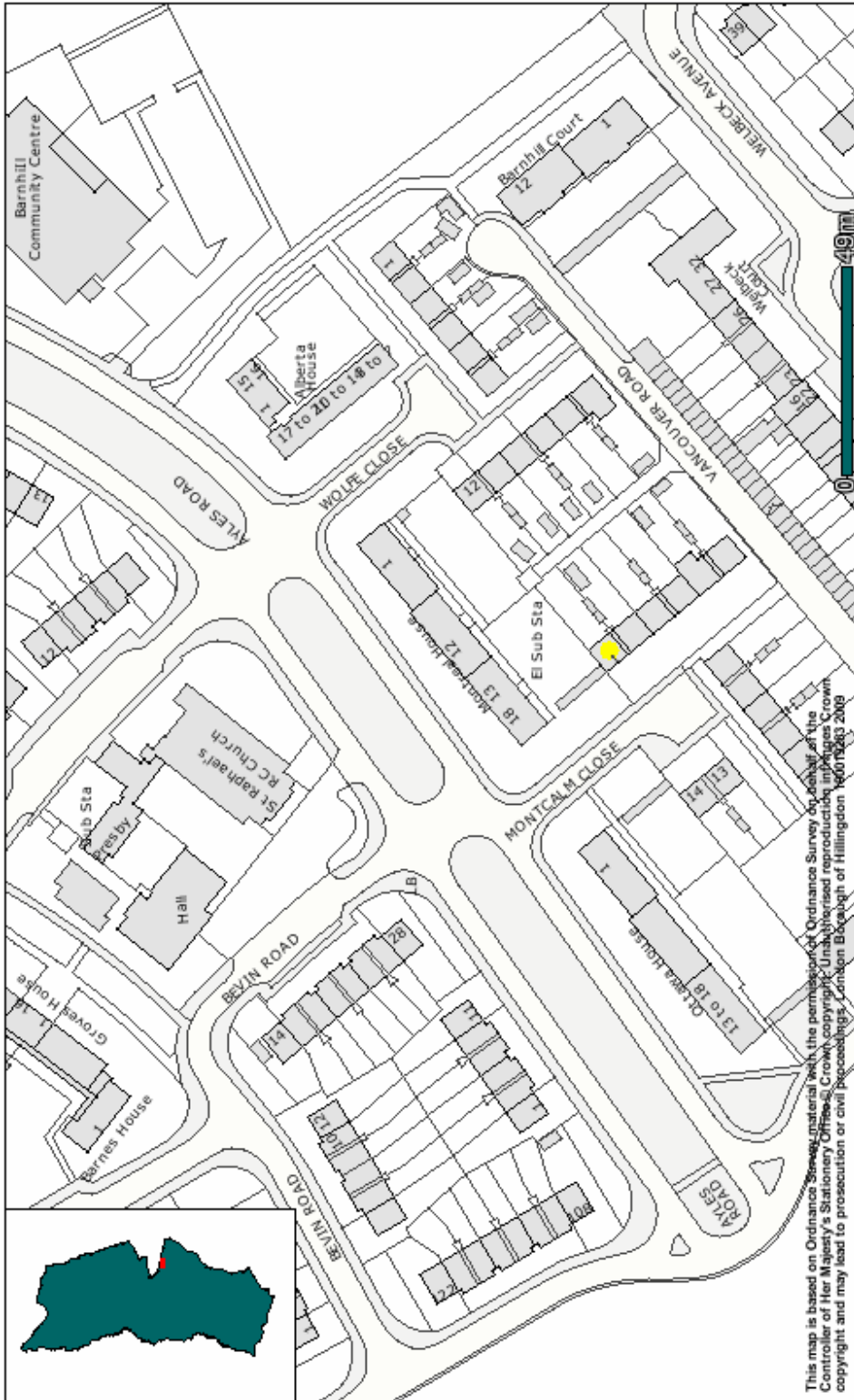
## **EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES**

The resurfacing of Montcalm Close and Wolfe Close will take into consideration the particular needs of older people and people with disabilities to provide smoother, safer highway surfaces and features.

## **BACKGROUND PAPERS**

Petition received, dated 25 November 2008.

**APPENDIX 'A' – LOCATION PLAN**



PART 1 – MEMBERS, PRESS & PUBLIC  
 CABINER MEMBER MEETING WITH PETITIONERS 17 JUNE 2009



**APPENDIX 'B' – PHOTOGRAPHS OF EXISTING CARRIAGEWAY SURFACE – MAY 2008**

**Montcalm Close**



**Wolfe Close**

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PART 1 – MEMBERS, PRESS & PUBLIC  
CABINER MEMBER MEETING WITH PETITIONERS 17 JUNE 2009





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PART 1 – MEMBERS, PRESS & PUBLIC  
CABINER MEMBER MEETING WITH PETITIONERS 17 JUNE 2009

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## WILLOW GROVE – REQUEST FOR RESURFACING

<b>Cabinet Member</b>	Councillor Keith Burrows
<b>Cabinet Portfolio</b>	Cabinet Member for Planning and Transportation
<b>Officer Contact</b>	Colin Stewart
<b>Papers with report</b>	None

### HEADLINE INFORMATION

<b>Purpose of report</b>	<p>This report deals with a petition signed by 48 residents of Willow Grove, requesting that the carriageways be resurfaced.</p> <p>The lead petitioner is Mr Mike Gettesen, 79 The Ridgeway, Ruislip Middlesex HA4 8QQ.</p>
<b>Contribution to our plans and strategies</b>	A safe borough, a clean and attractive borough
<b>Financial Cost</b>	£34.5k to resurface the carriageway in Willow Grove
<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services Policy Overview Committee
<b>Ward(s) affected</b>	Manor Ward

### RECOMMENDATIONS

It is recommended that the Cabinet Member for Planning & Transportation

Notes that officers have carried out a detailed assessment and that they recommend that the carriageway be considered for inclusion on a future resurfacing programme. Officers are to explore possible resources to fund this work.

### INFORMATION

Reasons for recommendation

The existing carriageway surface has deteriorated to the extent that shallow fretting has taken place in isolated areas of the carriageway. The failure is due to the natural ageing of the bitmac surface which is now slowly disintegrating after an estimated life of 30 to 40 years. Past patching has filled some of the worst fretting but only as a temporary measure. The limited patching that has been carried out in the past has had a detrimental effect to ride quality, particularly for cyclists and the commonly used centre part of the road has undulations caused by the successive patching. Resurfacing would provide a smoother, safer riding surface, maintain the asset value of the highways and improve the visual aspect of the street.

### **Alternative options considered**

Officers consider that the carriageway surface is now beyond normal patching repair and that resurfacing is the only option available.

### **Comments of Policy Overview Committee(s)**

None at this stage

### **Supporting Information**

- 1 Willow Grove is a residential cul-de-sac approximately 380 metres in length joining Eversley Crescent to the recreation ground. The carriageway is of rigid construction, i.e. an original concrete road that has been subsequently surfaced over with various layers of bituminous material. The uppermost layers have oxidised to the extent that potholes have appeared (Appendix 'B') as well as a general 'wearing away' of the surfacing, resulting in shallow ruts and general unevenness. The joints between the concrete panels have failed and these need to be resealed otherwise they will be liable to let in surface water that will ultimately undermine the strength of the structural concrete layer.
- 2 Based on the results of the recent UKPMS (United Kingdom Pavement Management System) structural condition surveys, carried out on all Borough roads between November 2008 and January 2009, Willow Grove is placed fairly low on the advised priority list for future treatment. However, roads resurfaced in any one year have been included in the highways renewal long-term programme and prioritised as a result of both planned highway structural condition surveys and "serviceability" criteria such as appearance, ride-quality etc. The number of roads resurfaced in any one year represents the most urgent works compared against need in the various areas of highway deterioration and represent a small proportion of the total programme.
- 3 At the time of the assessment prior to writing this report there was no fretting in evidence greater than 40mm, the minimum intervention level for immediate repair for dangerous defects, but there were concerns that the roughened surface could be a problem to cyclists and treatment could therefore be justified on safety grounds.
- 4 Patching operations have been carried out over the years but these have primarily been of a temporary nature as the traditional patching method of cutting out neat rectangles and

compacting in new material is impractical due to the age and brittleness of the surrounding material.

### **Financial Implications**

In certain circumstances the Council can incur legal liability, as the Highway Authority, for loss or damages to users of the highway, as a result of not complying with their duties under the Highways Act 1980, which could result in costs being incurred by the Council in settling claims if the work is not carried out.

Officers are to explore possible resources to fund this work, for instance consideration will be given to obtaining funding from the highways renewal (capital) programme or S106 funding.

### **Legal Implications**

The Council has a statutory duty to maintain the highway under section 41 of the Highways Act 1980 (the duty). Each street must be maintained to the standard necessary to allow its ordinary traffic to pass along it. For example, there is a breach of duty in cases where danger is caused by a failure to repair.

A failure to comply with the duty leading to loss or damage to users of the highway creates a risk of legal liability for the Council.

Continued periodic inspection and the making of expeditious repairs, is sufficient to keep the highway in accordance with the necessary standard. The officer's report indicates that although the highways are not dangerous, improved ride quality would be facilitated in the longer term by resurfacing rather than a programme of continued patching. In the meantime, continued patching works may be necessary to discharge the duty.

There are competing priorities in any ongoing programme of maintenance. It is a matter for officers to recommend when the planned resurfacing should take place in the programme of highway works having regard to the legal requirement to meet the duty.

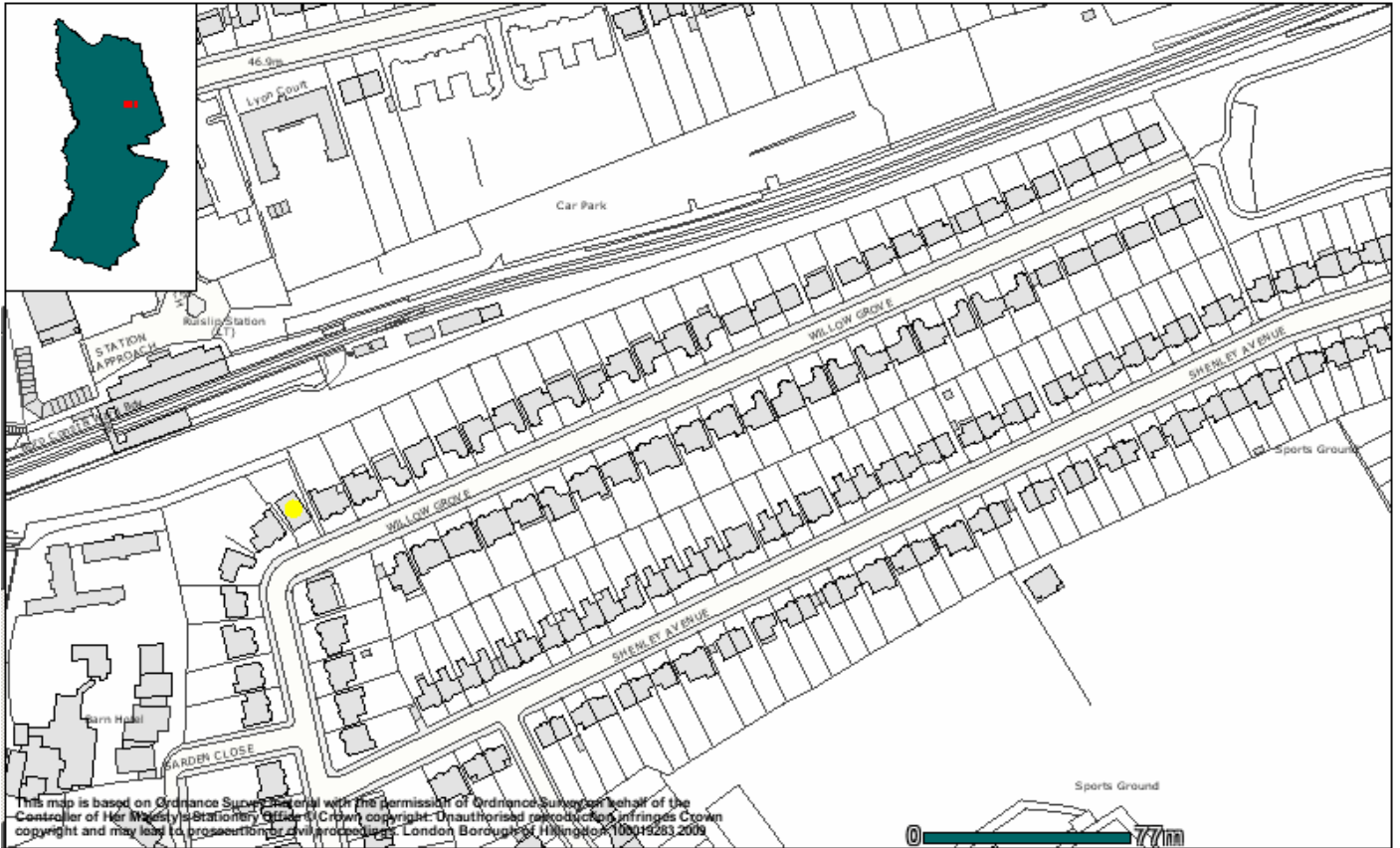
### **EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES**

The resurfacing of Willow Grove will take into consideration the particular needs of older people and people with disabilities to provide smoother, safer highway surfaces and features.

### **BACKGROUND PAPERS**

Petition received, dated 25 November 2008.

## APPENDIX 'A' – LOCATION PLAN



PART 1 – MEMBERS, PRESS & PUBLIC  
CABINER MEMBER MEETING WITH PETITIONERS 17 JUNE 2009



**APPENDIX 'B' – PHOTOGRAPHS OF EXISTING CARRIAGEWAY SURFACE – MAY 2009**



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## SERVICE ROAD, OFF PRINCES WAY – FLOODING AND ADOPTION

**Cabinet Member**

Councillor Keith Burrows

**Cabinet Portfolio**

Cabinet Member for Planning and Transportation

**Officer Contact**

Colin Stewart

**Papers with report**

None

### HEADLINE INFORMATION

**Purpose of report**

This report deals with a petition signed by 17 residents of Willow Grove, requesting that the service road leading off Princes Way be adopted and the drain cleaned.

The lead petitioner is Mr D Jones, 865 Victoria Road, Ruislip Middlesex HA4 0JJ.

**Contribution to our plans and strategies**

A safe borough, a clean and attractive borough

**Financial Cost**

Nil

**Relevant Policy Overview Committee**

Residents' and Environmental Services Policy Overview Committee

**Ward(s) affected**

South Ruislip Ward

### RECOMMENDATIONS

It is recommended that the Cabinet Member for Planning & Transportation

Notes that officers have visited the site and concluded that the council have no responsibility to adopt the service road or to carry out any drainage work.

### INFORMATION

#### Reasons for recommendation

The service road provides access to the back gardens of houses and is mainly used for access to private garages owned by households living in Diamond Road and Victoria Road. The service road is not adopted and is unlikely to be brought up to an adoptable standard without significant

expenditure. The Council therefore has no responsibility for the service road. There is a low point on the road which is drained by one sub-standard gully. This gully is also not the responsibility of the Council as it is entirely within the unadopted road and does not receive any highway water.

### **Alternative options considered**

- Adoption of the service road- however in its present condition the service road is not up to adoptable standard and would therefore create an unacceptable precedent for numerous other similar service roads in the Borough.

### **Comments of Policy Overview Committee(s)**

None at this stage

### **Supporting Information**

- 1 The service road leading off Princes Way and providing access to the rear gardens of houses on Victoria Road and Diamond Road is a typical service road providing vehicle and pedestrian access to the back gardens of private properties.
- 2 The dimensions of the service road do not meet any of the adoption standards required by the Council and the structure of the riding surface is poor and would need extensive reconstruction to meet modern standards. There are numerous similar service roads in the Borough and adoption of them, even after reconstruction, would involve the Council in continuous additional maintenance costs.
- 3 The existing gully at the low point of the service road appears to be a small rectangular chamber about 225mm square in plan, of unknown depth with a missing cover but full of silt and debris. As a matter of goodwill the gulley has been cleaned to try and establish whether it is connected to the public storm water sewer. Unfortunately a connection to a storm water sewer could not be established although there is clearly a pipe leading off in a North Westerly direction.
- 4 The lead petitioner Mr Jones was informed that officers believe the Council to have no liability and that in the event of the entire drain being blocked or collapsed then the residents would have to make the necessary arrangements to have the work completed and also pay any associated costs.

### **Financial Implications**

In certain circumstances the Council can incur legal liability, as the Highway Authority, for loss or damages to users of the highway, as a result of not complying with their duties under the Highways Act 1980, which could result in costs being incurred by the Council in settling claims if the work is not carried out.

In this situation there is no liability for the Council as the road is unadopted.

### **Legal Implications**

There is no legal requirement upon the Council to adopt this service road as a highway.

### **EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES**

The ongoing drainage problem may cause inconvenience to householders but is unlikely to create any major problem as the pond created by the defective gully does drain away with time.

### **BACKGROUND PAPERS**

Petition received, dated 1 May 2009.

# APPENDIX 'A' – LOCATION PLAN





**APPENDIX 'B' – PHOTOGRAPHS OF EXISTING SERVICE ROAD – MAY 2008**



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## AVONDALE DRIVE – PETITION REQUESTING TRAFFIC CALMING MEASURES AND WAITING RESTRICTIONS

<b>Cabinet Member</b>	Councillor Keith Burrows
<b>Cabinet Portfolio</b>	Planning and Transportation
<b>Report Author</b>	Brendan Gillman, Environment and Consumer Protection
<b>Papers with report</b>	Appendix A

### HEADLINE INFORMATION

<b>Purpose of report</b>	This report advises the Cabinet Member that a petition has been received from the residents of Avondale Drive, Hayes requesting traffic calming measures and waiting restrictions in their street.
<b>Contribution to our plans and strategies</b>	<ul style="list-style-type: none"> <li>• Transport Strategy</li> <li>• Community Plan</li> <li>• Local Implementation Plan</li> </ul>
<b>Financial Cost</b>	The cost of a traffic congestion mitigation scheme could be funded as part of Transport for London's (TfL) School Travel Plan Programme.
<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services
<b>Ward(s) affected</b>	Townfield

### RECOMMENDATION

That the Cabinet Member:

1. Notes the petitions requests and meets with petitioners to discuss in greater detail the concerns they have;
2. Asks officers to conduct a feasibility study into suitable traffic calming measures and waiting restrictions in Avondale Drive.

## INFORMATION

### Reasons for recommendation

The petitioners are concerned with the volume of vehicles using Avondale Drive during school peak times. The recommendations will explore the extent of their concerns and investigate possible solutions to mitigate these concerns.

### Alternative options considered

No other options have been considered, as the recommendations ask officers to gather further information before considering feasible solutions.

### Supporting Information

1. A petition with 52 signatures has been received from residents of Avondale Drive, Hayes requesting measures to reduce traffic congestion in the above roads during Minet Infant and Junior Schools peak times.
2. The petition stated: *'As the Resident scheme manager of Triscott House sheltered housing unit I have been approached by several tenants who are concerned about the increased volume of traffic and inconsiderate parking that is now common practice within the area...'*
3. Avondale Drive, Hayes is a predominantly residential road that heads west from Coldharbour Lane. Due to its close proximity of the Hayes Bypass the street does not form a link to other major roads; however it links other residential streets to Coldharbour Lane. Minet Infant and Junior Schools are located on the northern side of Avondale Drive approximately 200m from The Junction with Coldharbour Lane. Minet Clinic is located adjacent to the school site. Appendix A shows a location plan of the above area.
4. The issues of traffic congestion and road safety around schools are common for all schools throughout London. In order to address these issues Transport for London developed the School Travel Plan Programme.
5. A School Travel Plan is prepared by an individual school and is a document that looks at the current travel patterns of pupils and details how it proposes to tackle the problems of congestion at the school gates and safety on the route to school. All schools in the borough are required to complete a School Travel Plan (STP).
6. Minet Infant and Junior Schools have submitted their STP to the Council. The STP requested a raised crossing point in Avondale Drive outside the school gates and the introduction of a 20 mph zone outside the school.
7. In addition to submitting their STP Minet Infant and Junior Schools have submitted a separate petition with 286 signatures to the Cabinet Member for Planning and Transportation requesting traffic calming and regulation of parking outside the schools. This petition will be heard separately at the school however it will also recommend officers complete a feasibility study into suitable measures.



8. Officers recommend the Cabinet Member meets with petitioners to discuss in greater detail the concerns they have. The information provided at this meeting along with the information gathered at the petition hearing at Minet Infant and Junior Schools coupled with the schools STPs could be used to develop a scheme that will benefit all road users.

## **Financial Implications**

The funding for the feasibility study will be met from the Transport for London's School Travel Plan Programme budget. Once developed a scheme to introduce waiting restrictions could be implemented this financial year as part of the same budget.

A suitable source of funding will need to be identified for any physical traffic calming measures as Transport for London did not award funding to implement such schemes to any borough in London this financial year. However, it may be possible to fund such a scheme as part of the 10/11 LIP funding or The Councils Road Safety Programme.

## **EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES**

### **What will be the effect of the recommendation?**

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

### **Consultation Carried Out or Required**

Ward Councillors were asked to comment on this petition as part of the report writing process. Cllrs Lynne Allen and Tony Eginton wish to add their support to the petitions requests.

## **CORPORATE IMPLICATIONS**

### **Corporate Finance**

There are no special legal implications. Should there be a decision that further measures are to be considered then the relevant statutory provisions will have to be identified and considered.

### **Legal**

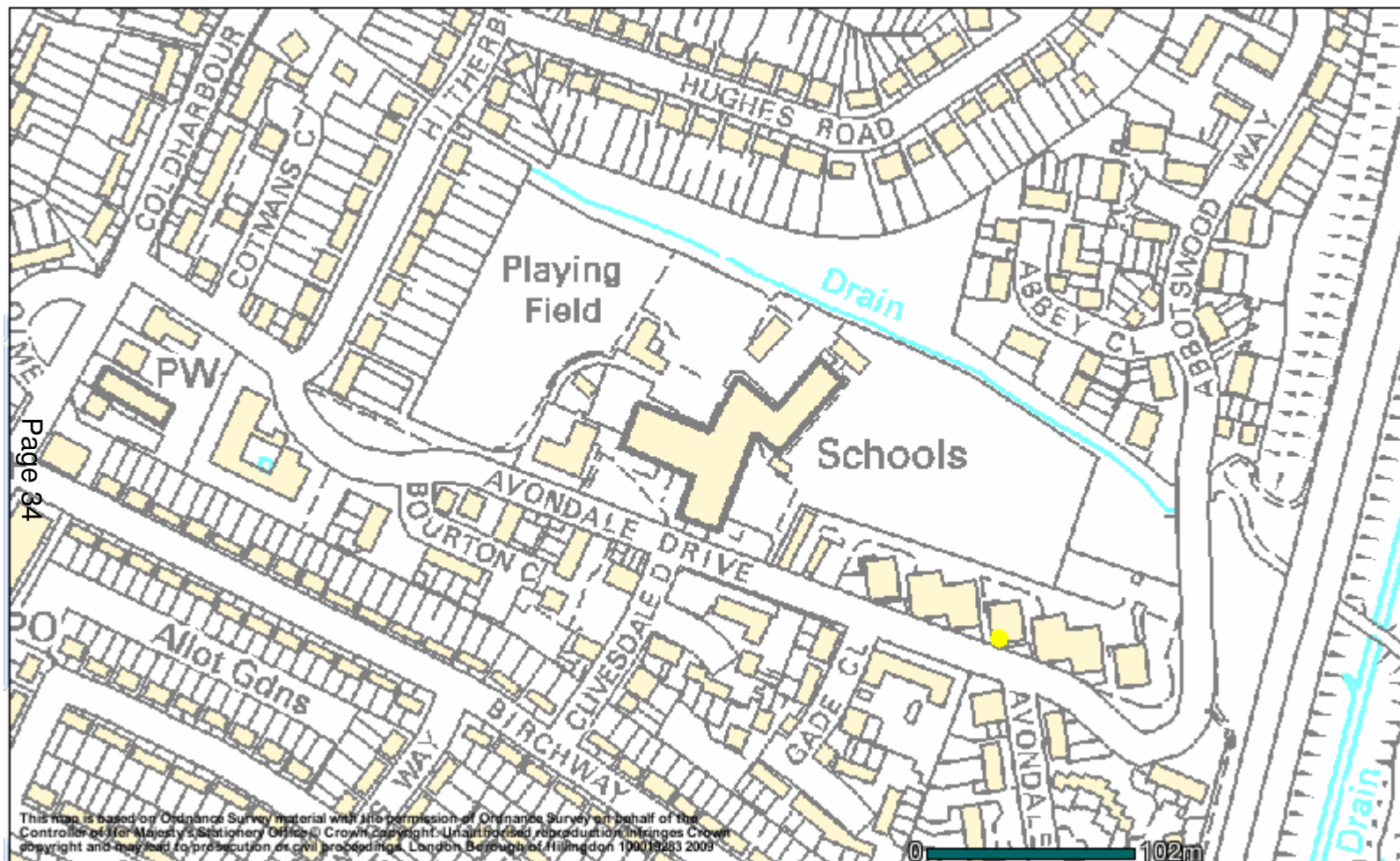
None at this stage

### **Corporate Property**

## **BACKGROUND PAPERS**

Petition received 03<sup>rd</sup> December 2008.

## APPENDIX A – LOCATION PLAN



## CORNWALL ROAD AND VICTORIA ROAD, RUISLIP – PETITION OBJECTING TO THE WAITING RESTRICTIONS

<b>Cabinet Portfolio</b>	Planning and Transportation
<b>Officer Contact</b>	Caroline Haywood ex 7879
<b>Papers with report</b>	Appendix A & B

### HEADLINE INFORMATION

<b>Purpose of report</b>	To inform the Cabinet Member that a petition has been received from shopkeepers objecting to the installation of waiting restrictions.
<b>Contribution to our plans and strategies</b>	The request for waiting restrictions at the junction of Cornwall Road with Victoria Road, Ruislip has been considered in relation to the Council's strategy for Road Safety
<b>Financial Cost</b>	There is no financial cost in this report
<b>Relevant Policy Overview Committee</b>	Residents' & Environmental Services
<b>Ward(s) affected</b>	Manor

### RECOMMENDATION

That the Cabinet Member:

1. Notes the petition and the objection to the waiting restrictions and listens to the concerns of the petitioners;
2. Ask officers to keep the proposal for the installation of waiting restrictions and pedestrian refuge under review until such time as the consultation for the Ruislip Manor 'Stop and Shop' scheme is complete.

### INFORMATION

#### Reasons for recommendation

To understand the residents' concerns and wait for the outcome of the Parking Management Scheme consultation.

## Alternative options considered

No other alternatives.

## Supporting Information

1. The Council has received a petition with 435 signatures from shopkeepers and customers to the shops and four additional letters. The petitioners are objecting to the installation of the proposed waiting restrictions.
2. Cornwall Road and Victoria Road are both situated within Manor Ward. Victoria Road is a very busy road being the main route through Ruislip. It has a very high traffic and pedestrian flow due to the local shopping parade and being the main route. The parade of shops starts at this junction-heading north. Victoria Road is the bus route for the 114 linking Ruislip Station with Mill Hill Station via Harrow. Cornwall Road is residential in nature and is a quieter road with local traffic. The junction of Cornwall Road and Victoria Road is a roundabout, at present there are existing waiting restrictions between 8am – 9.30am and 4.30pm – 6.30pm Mon – Fri on the South west side from no 12 Victoria Road to No 138 Victoria Road. A location plan is shown on Appendix A.
3. The Council received a request through the councils road safety programme to improve pedestrian crossing facilities at the junction of Cornwall Road with Victoria Road, to help people cross to the shops at this junction.
4. Following a full and thorough investigation of this request, it was found during the site visit there was a high volume of pedestrians crossing at this point. Vehicles were observed parked on the junction. This was restricting sightlines for pedestrians trying to cross Cornwall Road especially people with pushchairs and the elderly. It was also noticed there was no dropped kerbs to aid pedestrian access.
5. The proposal that was drawn up to address these issues was to recommend installing a pedestrian refuge with dropped kerbs and tactile paving. To ensure access and the safety of pedestrians using the crossing point is maintained 'At Any Time' waiting restrictions were also proposed for a distance of 15 metres, as shown on Appendix B
6. The proposals were subjected to the usual statutory consultation procedures. Notice of intent was advertised on 17 December 2008 with a consultation period of 21 days. The petitioners are concerned with a loss of business if the waiting restrictions were to be installed, as customers will not be able to park directly in front of their shops. They understand the need for pedestrian safety to be improved but are concerned at the affect it will have on their businesses.
7. The waiting restrictions were proposed as part of a proposal to improve pedestrian crossing facilities and incorporated Rule 243 of The Highway Code 2007, which recommends that vehicles should not park or stop within 10 metres of a junction. The proposed restrictions are 5 metres longer than the Highway Code recommends, this is to ensure protection is given to pedestrians, whilst maintaining vehicle access past the proposed pedestrian refuge. The removal of the parked vehicles on the junction will reduce the accident risk compared with if the vehicles were allowed to remain.
8. The council has also received a letter from a local resident fully supporting the installation of a pedestrian refuge and waiting restrictions at this junction. They state ' The

cars parked in the area of this junction often make it very difficult to see if cars are turning into Cornwall Road from the roundabout, and the presence of the island will also help to slow cars down.'

9. The Council's Parking Management Team have also been consulting on a 'stop and shop' for Victoria Road from Cornwall Road to Pembroke Road incorporating parking bays and waiting restrictions along this length of Victoria Road. The scheme will increase access to the shops by incorporating designated parking areas for visitors to the shops. This will allow visitors to park for free for 30minutes.
10. In response to the Parking Management Scheme consultation it is recommended to put this proposal for waiting restrictions and pedestrian refuge on hold until the 'Stop and Shop' scheme is finalised.

### **Financial Implications**

There is no financial cost with the recommendation of this report.

### **EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES**

#### **What will be the effect of the recommendation?**

That no decision will be made until completion of the 'Stop and Shop' scheme consultation.

#### **Consultation Carried Out or Required**

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

### **CORPORATE IMPLICATIONS**

#### **Legal**

No comments at this stage

### **BACKGROUND PAPERS**

- Traffic order advertised 17th December 2008
- Petition received: 14<sup>th</sup> January 2009.
- Objection letter received: 17<sup>th</sup> December 2008  
2<sup>nd</sup> January 2009.
- Letter of support received: 22<sup>nd</sup> January 2009

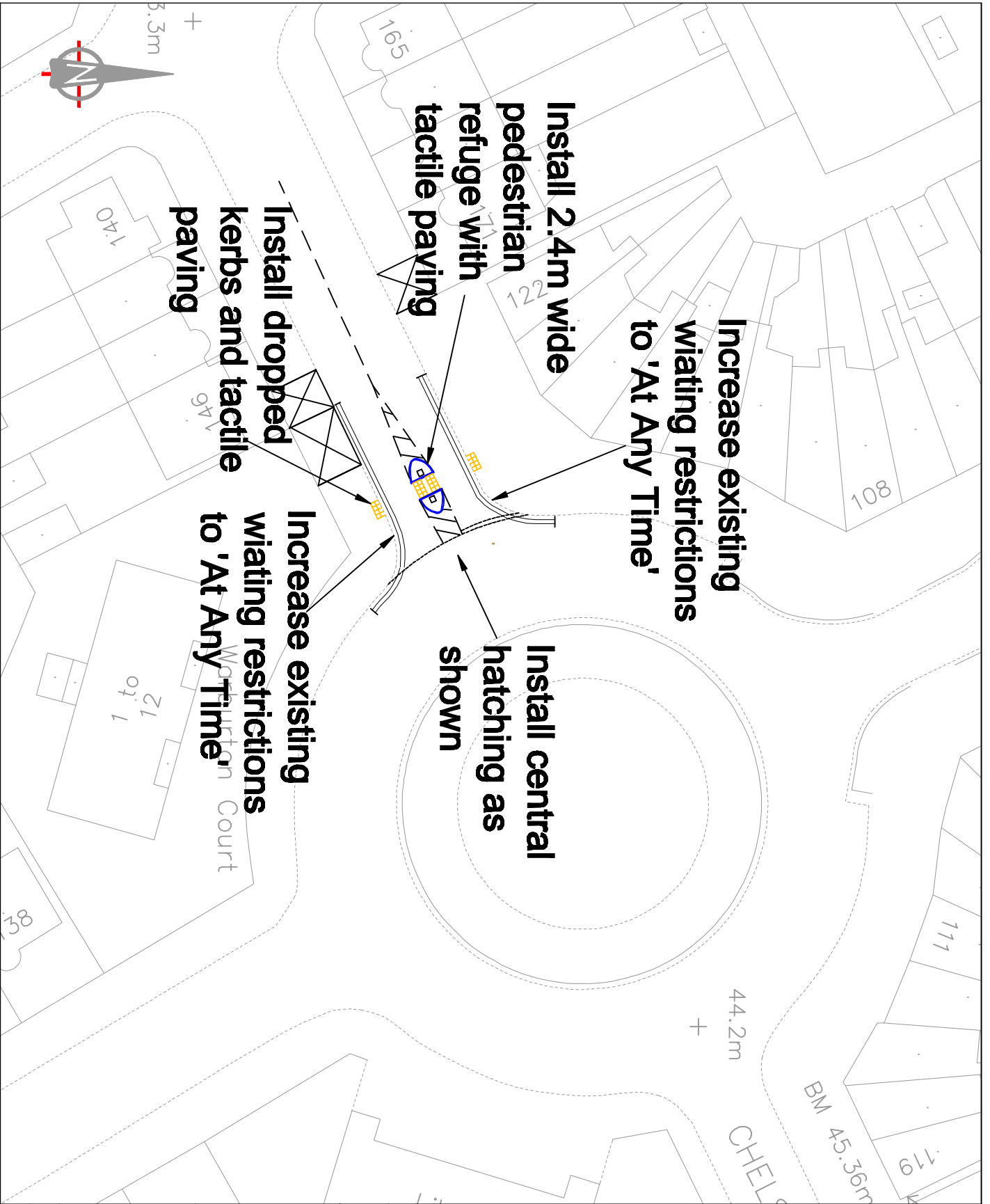


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# APPENDIX A



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**Notes:**

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 <p><b>HILLINGDON</b> LONDON</p>	
<p><b>Project</b> <b>ROAD SAFETY PROGRAMME</b></p>	
<p><b>Description</b> <b>Central Road, Round</b></p>	
<p>Scale: Down (Initial/Date)</p> <p>1:500 CG 04/08</p>	<p>Scale: (Initial/Date)</p> <p>Greater (Initial/Date)</p>
<p>Project No. RSP73901</p>	<p>Rev. A</p>

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## THE AVENUE – PETITION REQUESTING TRAFFIC CALMING MEASURES & 20 MPH ZONE

<b>Cabinet Member</b>	Councillor Keith Burrows
<b>Cabinet Portfolio</b>	Planning and Transportation
<b>Report Author</b>	Brendan Gillman, Environment and Consumer Protection
<b>Papers with report</b>	Appendix A Appendix B

### HEADLINE INFORMATION

<b>Purpose of report</b>	This report advises the Cabinet Member that a petition has been received from the residents of The Avenue, Northwood requesting a 20 mph zone and associated traffic calming measures in their street.
<b>Contribution to our plans and strategies</b>	<ul style="list-style-type: none"> <li>• Transport Strategy</li> <li>• Community Plan</li> <li>• Local Implementation Plan</li> </ul>
<b>Financial Cost</b>	The funding for the speed and volume surveys could be obtained from the Council's 2009/10 Road Safety Programme.
<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services
<b>Ward(s) affected</b>	Northwood

### RECOMMENDATION

That the cabinet Member:

1. Notes the petitions requests and meets with petitioners to discuss in greater detail the concerns they have;
2. Asks officers to conduct a new 24 hour/seven day speed and volume survey in The Avenue to verify the results of the previously conducted survey;
3. Subject to the concerns raised by petitioners and the results of the survey, considers instructing officers to conduct further investigations into possible traffic calming measures under the Road Safety Programme;

## INFORMATION

### Reasons for recommendation

The petitioners are concerned with the volume and speed of vehicles in their road. The recommendations will explore the extent of their concerns and look at possible solutions to mitigate these concerns.

### Alternative options considered

No other options have been considered, as the recommendations ask officers to gather further information before considering feasible solutions.

### Supporting Information

1. A petition with 25 signatures has been received from residents of The Avenue, Northwood requesting the Council reduce the speed limit in this road to 20 mph and install suitable traffic calming measures to support the new limit.
2. The petition stated: *'We the undersigned are appalled at the manner and speed of drivers using The Avenue, Northwood, as a rat-run between the Rickmansworth Road and Ducks Hill Road... We strongly request the London Borough of Hillingdon to urgently re-classify The Avenue as a 20 mph road and install suitable calming measures to ensure that traffic along the road is slowed and controlled, in order to*
  - *Avoid further damage to property and parked cars*
  - *Improve the quality of life for residents*
  - *Minimise the harm from accidents involving pedestrians and pets'*
3. The Avenue, Northwood is a residential road that forms a link between Rickmansworth Road to the southeast and Ducks Hill Road to the northwest. To restrict the number of HGV's in the Avenue the Council has previously installed a width restriction approximately 55 metres from it's junction with Ducks Hill Road. In order to discourage 'rat running' vehicles travelling southeast are only permitted to turn left into Rickmansworth Road. Appendix A shows a location plan of the above area.
4. As part of the Road Safety Programme a traffic survey measuring the speed and volume of vehicles in The Avenue was conducted between the 21<sup>st</sup> March 2007 and 27<sup>th</sup> March 2007. A summary of the results can be found in Appendix B.
5. The survey showed that vehicles travelling in the northwest direction had a mean speed of 27.6 mph with an "85<sup>th</sup> percentile" (85%ile) speed of 32.4mph. Vehicles travelling in a southeast direction recorded lower speeds with a mean of 24.6 mph and an 85%ile of 31.5 mph. An '85<sup>th</sup> percentile speed' is the speed below which 85 percent of all recorded traffic travelled at, and is a reliable statistical tool used in the assessment of the need for speed reduction measures. Isolated incidents of speeding in the range 30-40mph were recorded, but these were very rare in proportion to the overall numbers.
6. Detailed analysis of the volume survey showed the evening week day peak to take place between 4pm and 6pm. The number of vehicles travelling in the northwest direction averaged at 190 vehicles per hour during this time. However this varied little from the

week day, day time average (7am – 7pm) of 170 vehicles per hour. There was only one instance where 50 or more vehicles were recorded travelling in the southeast direction. With a week day, day time average (7am – 7pm) of 20 vehicles per hour.

7. Although the number of vehicles travelling in the northwest direction is slightly high, these speeds and volumes are considered acceptable when compared to other 30 mph roads in the borough. Therefore no further action was recommended at the time.
8. Residents clearly remain concerned with the speed of vehicles in their street. It is therefore suggested that the Cabinet Member may wish to consider commissioning a second survey to establish if the patterns of speed and volume indicated in the March 2007 survey were correct. Residents may have their own view on which period would be the most representative for such a survey, and so their comments may be invited when their petition is being heard.
9. The Cabinet Member will also be aware that the Council operates a Road Safety Programme, funded from the Council's own capital reserves, and this programme allows the Council to explore road safety measures which fall outside the TfL criteria. The Cabinet Member may therefore wish to consider including The Avenue within that programme for further study, once he has heard the concerns of the petitioners.
10. The Cabinet Member will be further aware that officers are in regular communication with counterparts within the Police 'Safer Neighbourhood Team' who are able to investigate issues of community concern and share their findings with the Council. This report will be shared with the Northwood SNT and their input further sought in the development of any measures deemed appropriate under the Road Safety Programme.

## **Financial Implications**

The funding for the speed and volume surveys will be met from the Council's 2009/10 Road Safety Programme budget.

## **EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES**

### **What will be the effect of the recommendation?**

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

### **Consultation Carried Out or Required**

Ward Councillors were asked to comment on this petition as part of the report writing process.

## **CORPORATE IMPLICATIONS**

### **Corporate Finance**

None at this stage

### **Legal**

There are no special legal implications. 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**

**BACKGROUND PAPERS**

Petition received 09<sup>th</sup> January 2009.

# APPENDIX A – LOCATION PLAN





## APPENDIX B – TRAFFIC SPEED AND VOLUME SURVEY, SUMMARY

Direction -  
Northwest

Day	Date	Mean	Vpp 85	Total Vehicles	Day Time Flow (07-19)	Average Day Time Flow	Peak Total (16-18)	Peak Average
Wed	21/03/2007	28.1	32.7	2559	2026	169	594	198
Thur	22/03/2007	27.7	32.4	2680	2130	178	609	203
Fri	23/03/2007	27.5	32	2497	2001	167	565	188
Sat	24/03/2007	27.5	32.7	2165	1747	146	411	137
Sun	25/03/2007	27.8	32.7	1719	1408	117	318	106
Mon	26/03/2007	27.8	32.7	2565	2022	169	534	178
Tue	27/03/2007	26.8	31.8	2520	1965	164	541	180
<b>Average</b>		27.6	32.4	2386	1900	158	510	170
<b>Weekday Average</b>		27.6	32.3	2564	2029	169	569	190

Direction - Southeast

Day	Date	Mean	Vpp 85	Total Vehicles	Day Time Flow (07-19)	Average Day Time Flow	Peak Total (16-18)	Peak Average
Wed	21/03/2007	24.9	32.2	340	256	21	73	24
Thur	22/03/2007	25.1	31.8	353	279	23	89	30
Fri	23/03/2007	25.2	31.5	282	227	19	69	23
Sat	24/03/2007	24.2	31.1	288	215	18	60	20
Sun	25/03/2007	22.6	29.5	215	167	14	39	13
Mon	26/03/2007	25	32.4	300	220	18	72	24
Tue	27/03/2007	24.7	31.5	291	222	19	77	26
<b>Average</b>		24.6	31.5	296	227	19	68	23
<b>Weekday Average</b>		25.0	31.9	313	241	20	76	25

## PETITON OBJECTING TO THE PROPOSAL OF A SINGLE YELLOW WAITING RESTRICTION ON THE WHOLE OF WARREN ROAD ICKENHAM.

**Cabinet Portfolio**

Planning and Transportation

**Report Author**

Minaxshree Rana

**Papers with report**

Appendix A  
Appendix B

### HEADLINE INFORMATION

**Purpose of report**

To advise the Cabinet Member that a petition has been received from local residents objecting to the proposal of a single waiting restriction on Warren Road, Ickenham.

**Contribution to our plans and strategies**

The petition will be heard by the Cabinet Member for Planning and Transportation in accordance with the Council's usual procedures.

**Financial Cost**

Implementation of the proposed waiting restrictions is estimated to cost £500.

**Ward(s) affected**

Ickenham

### RECOMMENDATION

**That the Cabinet Member:**

1. Acknowledges the petition.
2. Listens to the petitioners views and concerns and notes the objection to the proposed single yellow line waiting restriction on Warren Road.
3. Agrees to undertake a review of the effectiveness of the waiting restrictions after one year.

### INFORMATION

#### Reasons for recommendation

The Cabinet Member will wish to listen to and understand the residents' concerns. This report provides the Cabinet Member with the background to previous consultations.

Although it was clear that a significant minority of the local residents were not in support of the proposed waiting restrictions, it was decided to introduce the measures supported in the consultation on an *experimental* basis. This commits the council to a formal review of the measures after a period of up to 18 months before deciding on whether or not to make the measures permanent. During this period, the petition objecting to the waiting restrictions can be considered as part of the objections that will be assessed during the lifetime of the experimental order.

### **Alternative options considered**

The Council could decide not to put the restrictions in.

### **Comments of Policy Overview Committee(s)**

None at this stage

### **Supporting Information**

1. A petition, organised by a resident of Warren Road has been presented to the Council with 96 signatures to the following request:

*“We do not wish to have waiting restrictions imposed on any more parts of Warren Road. We want to be able to park freely outside our own properties without danger of contravening draconian parking systems. We do not want to have a constant worry about moving our vehicles to accommodate these restrictions”.*

2. Warren Road is in the Ickenham ward. There are 78 residential properties on Warren road with off street parking. Warren Road has a junction with Swakeleys Road on its western side and Woodstock Drive on its northeastern side. Silver Birch Close is a side road located on the north side of Warren Road. Vyners Sixth form school is located on the southern side of Warren Road.
3. The Cabinet Member will recall a petition hearing in October 2008 from residents of Warren Road requesting measures to address parking and traffic management issues in Warren Road. Concern had been expressed from residents that due to the volume of cars parked in the road, residents leaving their driveways in Warren Road could not see if there was any other traffic coming down the road making this hazardous for the driver.
4. Some residents reported that they had experienced problems with students from Vyners 6<sup>th</sup> form who parked their cars slightly over the dropped kerbs in some resident's driveways. This inconsiderate parking made it difficult for residents to access their driveways. It was also thought that a number of commuters drove to Warren Road then left their cars there and car shared the rest of the journey into Central London for the whole day.
5. During the hearing the Cabinet Member instructed officers to consult residents on a waiting restriction scheme for Warren Road and Silver Birch Close (Some residents of Silver Birch Close had written in separately to the Council expressing their concerns on the thoughtless parking by commuters on their road which made it difficult for residents of Silver Birch Close to drive down this narrow road), Residents on these two roads

were consulted on two waiting times options. These options were; waiting restrictions, Monday – Friday, 10am – 12noon and the 2<sup>nd</sup> option was waiting restrictions, Monday – Friday, 10am – 11am and 2pm – 3pm inclusive during school term time only.

6. A total of 78 households on Warren Road were consulted from which there were 55 responses. This response rate is a good level of feedback for such consultations. The results were as follows:
  - 42 (76%) out of 55 respondents agreed there was a parking problem on Warren Road
  - 13 (23%) out of 55 respondents disagreed that there was a parking problem on Warren Road
  - 33 (60%) out of 55 respondents supported the idea of the proposed waiting restrictions on Warren Road
  - 22 (40%) out of 55 respondents were against the idea of the proposed waiting restrictions on Warren Road.
  - The time restriction that was in the majority of votes was for the Monday – Friday, 10am – 11am, and 2pm – 3pm inclusive during school term time only.
7. From observing the results it is clear that there is a good level of support from the respondents. The Emergency services also gave their support to the introduction of waiting restrictions following a routine visit to see if there were any access difficulties on Warren Road and finding it awkward to negotiate when they drove down there. Silver Birch Close will be kept under review following the results of the consultation as a high majority were not in favour of the proposed waiting restrictions.
8. During the consultation period, the petitioner had also separately canvassed the residents of Warren Road to seek support to oppose the Council's proposal. These canvassing opinions, which were being initiated, evoked confusion for some residents of Warren Road who at the time were receiving the consultation letter and questionnaire from the Council. This prompted several residents to contact the Council, concerned about which of these results showing the support / lack of support would be considered to be valid when deciding whether the proposal would be implemented or not.
9. The usual Council policy procedure of finding out the overall views and opinions of a proposal is via a direct letter sent to each household with a simple and unambiguous standard questionnaire attached requesting the information needed. This will establish if the majority of respondents see a problem on their road and whether they agree with the proposal or not. Respondents who agree there is a problem but do not agree with the proposal are offered to suggest alternative measures the Council could investigate.
10. Following the lead petitioner's canvassing, a petition was received by the Council, objecting to the proposal and had 89 signatures. The letter that came attached with the petition stated that:'

*' We do not want single yellow lines and more road furniture in addition to that which we are already suffering owing to Vyners School – school signs, double yellow lines, zig zag lines by*

*the entrance, the awful and simply quite dangerous narrowing system at the bottom of the road to provide supposedly safe crossing for the children and many many more.*

*It is completely unacceptable that following a petition concerning parking problems in Warren Road, the residents are being asked to suffer even further.*

*You ask us to consider whether there are parking problems on Warren Road. Let us make it quite clear. There are absolutely NO PARKING PROBLEMS on Warren Road. We do not consider the options that have been proposed to be an 'improvement project' and would prefer to suffer the busy periods rather than have a draconian parking system imposed on our road. '*

11. It has to be noted that several respondents who had signed their names to the petition asking for the proposal not to be implemented also gave their support to the proposal through the Council's consultation. A letter was sent out to all residents of Warren Road following the results of the consultation. In light of the fact that there were clearly mixed feelings towards the proposal and a degree of confusion it was decided to implement the waiting restrictions as an experimental trial period of 18 months.
12. An 'experimental' traffic order must be reviewed within a set period. During this time, all views concerning the effect of the waiting restrictions will be noted and if it is felt by the residents during this period that the restrictions are failing to alleviate the parking problem then the option will be to either have them altered or to take the waiting restrictions out altogether.
13. A meeting was held with one of the Ward Councillors with the petitioner and several residents of Warren Road who held concerns over the proposed waiting restrictions. To address their concerns, they were informed at the meeting that the proposal would be for an experimental trial period of up to 18 months.
14. The Council understands the petitioners concerns and the Cabinet Member may first wish to hear the detailed concerns of the residents who live in Warren Road and how they would be affected by the proposals. It is recognised that some residents may be unhappy to accept restrictions upon their parking, but at the same time they may also accept the need to maintain a balance between parking and the need for easy access by residents and the emergency vehicles. As the majority of respondents were in agreement with the proposed waiting restrictions, they will be implemented on a trial basis.

## **Financial Implications**

Subject to the approval of the Cabinet Member the estimated cost to install the restrictions as indicated on Appendix A would be approximately £500. This can be funded from an allocation from the parking revenue account for the installation of traffic orders

## **INFORMATION**

### **EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES**

#### **What will be the effect of the recommendation?**

The proposed waiting restriction will prevent all day parking and will reduce congestion.

#### **Consultation Carried Out or Required**



Informal consultation with affected residents.

Public Notice of the proposals will be given in the local newspaper and Notices will be displayed on the street affected.

## **CORPORATE IMPLICATIONS**

### **Legal**

Section 9 of the Road Traffic Regulation Act 1984 empowers traffic authorities to institute experimental schemes of traffic control by the making of experimental traffic orders lasting for no longer in total than 18 months. These orders are able to cover the same matters as traffic orders. The consultation and order making statutory procedures followed in this case are set out in Part 1 of the Road Traffic Regulation Act 1984 (the Act) and its related secondary legislation. Section 122 of the Act means that the Council must balance the concerns of the objectors with the statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic.

Consultation must be undertaken when proposals are still at a formative stage, must give sufficient reasons to permit the consultee to make a meaningful response, must allow adequate time for consideration and response, and the results of the consultation must be conscientiously taken into account in finalising any proposals: see *R (Wainwright) v Richmond upon Thames London Borough Council* [2001] EWCA Civ 2062, [2001] All ER (D) 422, and *Bovis Homes Ltd v New Forest District Council* [2002] EWHC 483 (Admin).

### **Corporate Property**

### **Relevant Service Groups**

## **BACKGROUND PAPERS**

1<sup>st</sup> Petition received 17<sup>th</sup> June 2008

2<sup>nd</sup> Petition with additional signatures received 19 March 2009

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**Notes:**

**Proposed waiting restrictions, between 10am - 11am and 2pm - 3pm, Monday to Friday inclusive, during school term time only.**

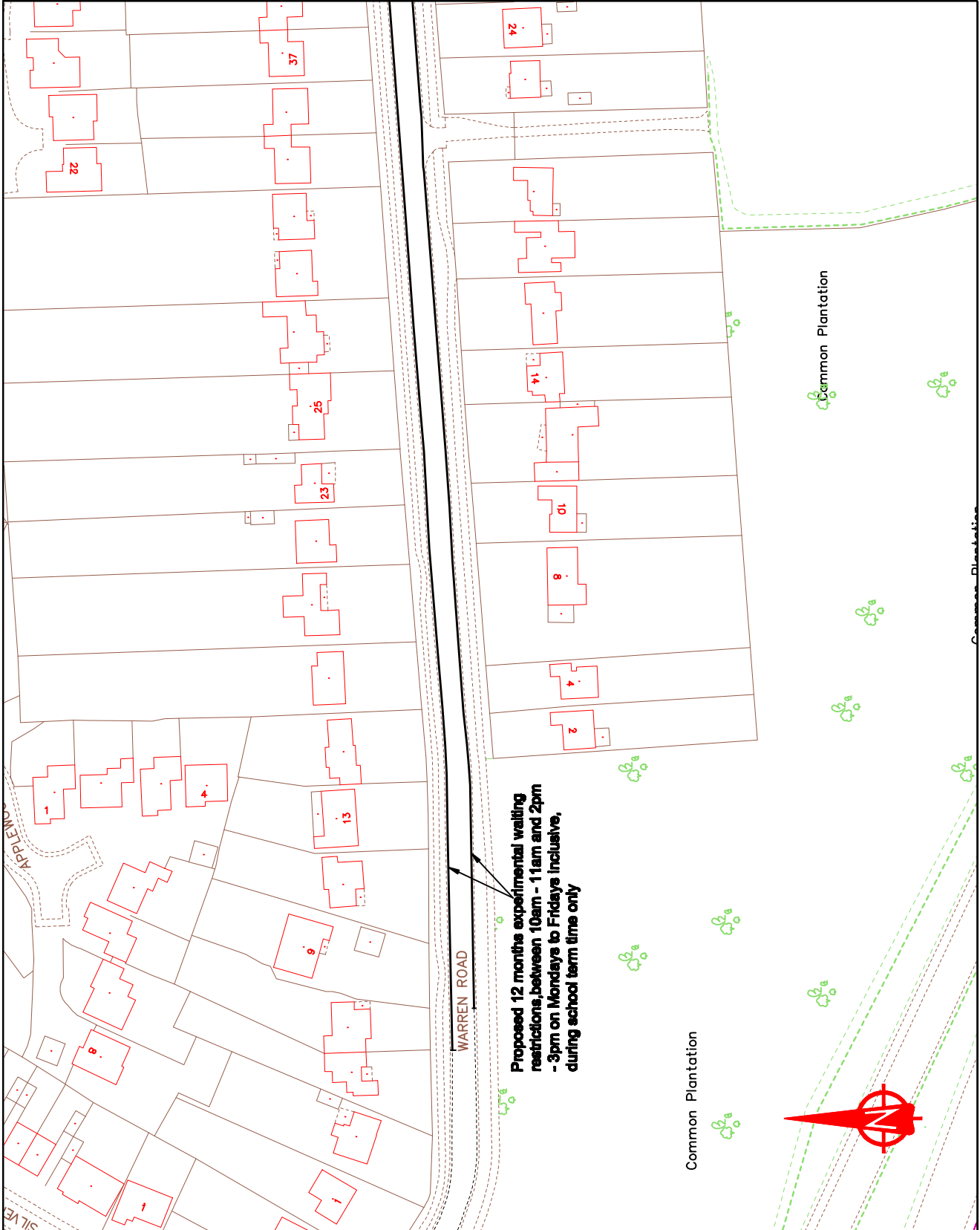
**Existing waiting restrictions**

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London Borough of Hillingdon 100019283, 2007



**Project**  
Proposed 12 months experimental waiting restrictions between 10am - 11am and 2pm - 3pm on Mondays to Fridays inclusive, during school term time only, Warren Road, Ickenham.

Description		Scheme Plan	
Scale	Drawn (Initials/Date)	Checked (Initials/Date)	Rev.
1:1000	MR 05/09		
Project No.	Drawing No.		



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**Notes:**

Proposed single waiting restrictions, between 10am - 11am and 2pm - 3pm, Mondays to Fridays inclusive, during school term time only.

Existing waiting restrictions

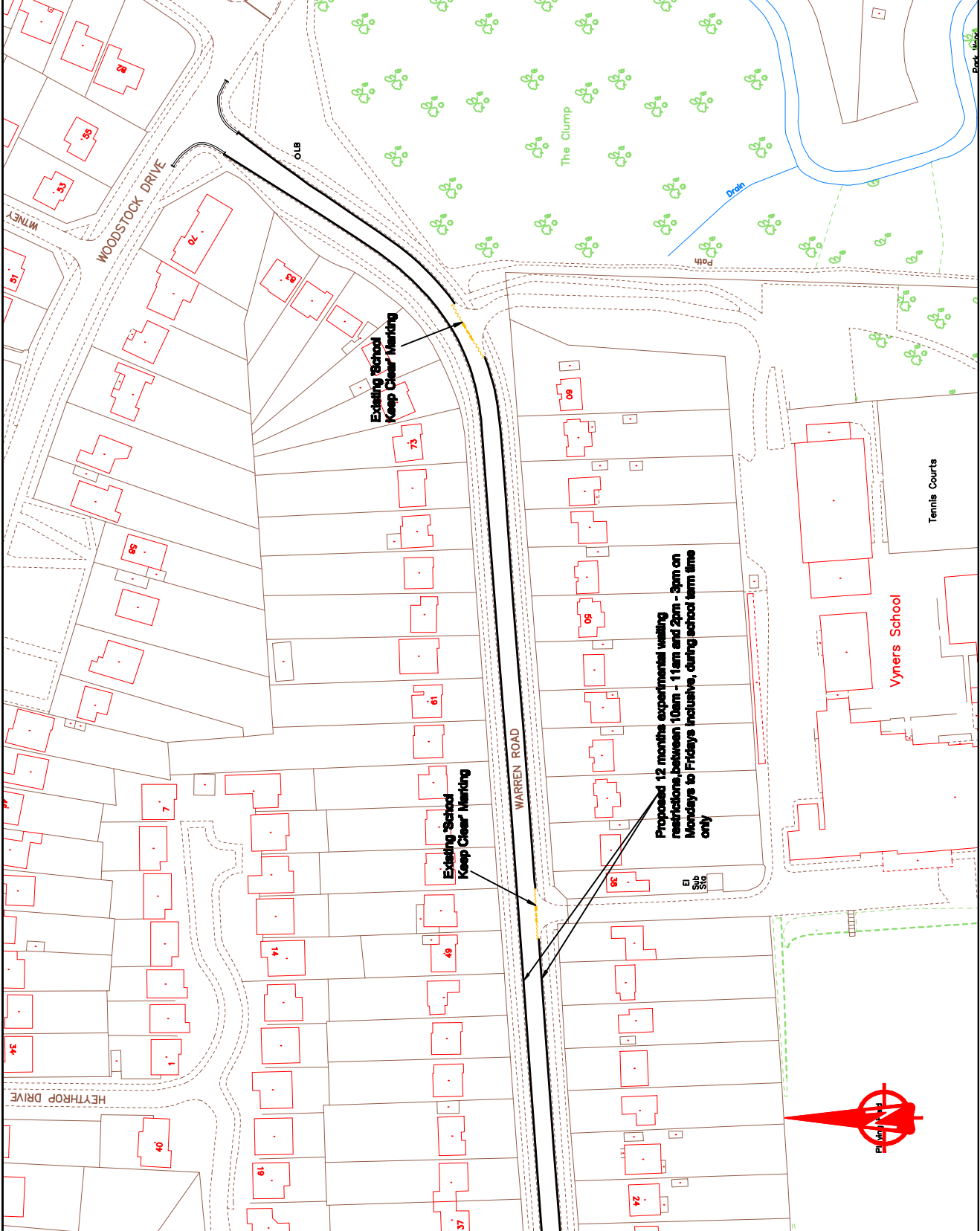
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London Borough of Hillingdon 100019283, 2007



**HILLINGDON**  
LONDON

**Project**  
Proposed 12 months experimental waiting restrictions between 10am - 11am and 2pm - 3pm on Mondays to Fridays inclusive, during school term time only.  
Warren Road, Ickenham.

Description	
Scheme Plan	
Scale	Checked (Initial/Date)
N.T.S	MR 05/09
Project No.	Drawing No.
	Rev.



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