



HILLINGDON  
LONDON



# Petition Hearing - Cabinet Member for Planning and Transportation

**Date:** WEDNESDAY, 16  
DECEMBER 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.**

**Published: 7 December 2009**

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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.

Time	Petition Title	Ward	Page
7pm	Field End Road and Bridle Road, Eastcote - Petition Requesting a Pedestrian Crossing	Eastcote and East Ruislip	1
7pm	Fulham Close, Hillingdon - Petition Requesting a Resident Parking Scheme	Brunel	7
7.30pm	Meadow Close and Evelyn Avenue, Ruislip - Petition Objecting to Waiting Restrictions	Eastcote and East Ruislip	13
8pm	Windsor Avenue, Hillingdon East - Petition Requesting Road Safety Measures	Hillingdon East	21
8pm	Field End Road, Ruislip - Petition Regarding the Speed of Vehicles	Cavendish and South Ruislip	27

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## FIELD END ROAD, BRIDLE ROAD, EASTCOTE – REQUEST FOR A PEDESTRIAN CROSSING

**Cabinet Member**

Councillor Keith Burrows

**Cabinet Portfolio**

Cabinet Member of Planning and Transportation

**Officer Contact**

Minaxshree Rana

**Papers with report**

Appendix A.

### HEADLINE INFORMATION

**Purpose of report**

To advise the Cabinet Member that a petition with 635 signatures has been received by the Council requesting for a pedestrian crossing at or near the junction of Field End Road and Bridle Road, Eastcote.

**Contribution to our plans and strategies**

- Transport Strategy
- Community Plan
- Local Implementation Plan

**Financial Cost**

There are none associated with this report.

**Relevant Policy Overview Committee**

Residents and Environmental Services

**Ward(s) affected**

Eastcote and East Ruislip

### RECOMMENDATION

**That the Cabinet Member:**

1. **Discusses with the petitioners their request in detail;**
2. **Subject to the above, asks officers to undertake a classified vehicle volume and speed count at a location agreed with petitioners to assist in the development of a suitable proposal;**
3. **Asks Officers to undertake a feasibility study for the provision of one or more pedestrian crossing(s) on or near the junction of Field End Road with Bridle Road and report back.**
4. **Subject to 3, asks officers as part of the above exercise to liaise with the Metropolitan Police Traffic Division in determining the underlying causes of recent road safety issues of concern in this section of Field End Road and Bridle Road and report back.**

## INFORMATION

### Reasons for recommendation

The petitioner's request can be discussed in more detail to assist a study to determine the feasibility for a crossing at this location

### Alternative options considered / risk management

None as the petitioner has made a specific request

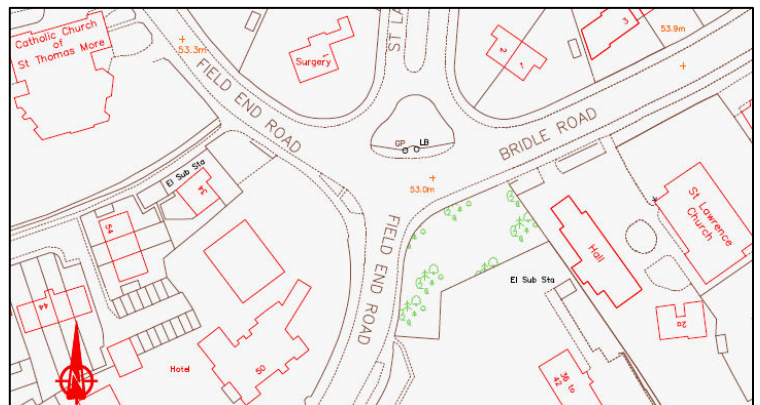
### Comments of Policy Overview Committee(s)

None at this stage

### Supporting Information

1. A petition with 635 signatures and organised by a local resident has been presented to the Council requesting for the installation of a pedestrian crossing on or near the junction

of Field End Road and Bridle Road, Eastcote. This location is indicated on Appendix A and operates as a mini roundabout. Field End Road and Bridle Road are in the Eastcote and East Ruislip ward. St. Lawrence Church is situated on the southeast side of Bridle Road and St. Thomas More church is located on the southwestern side of Field End Road. Bridle Road has a junction with Field End Road on its



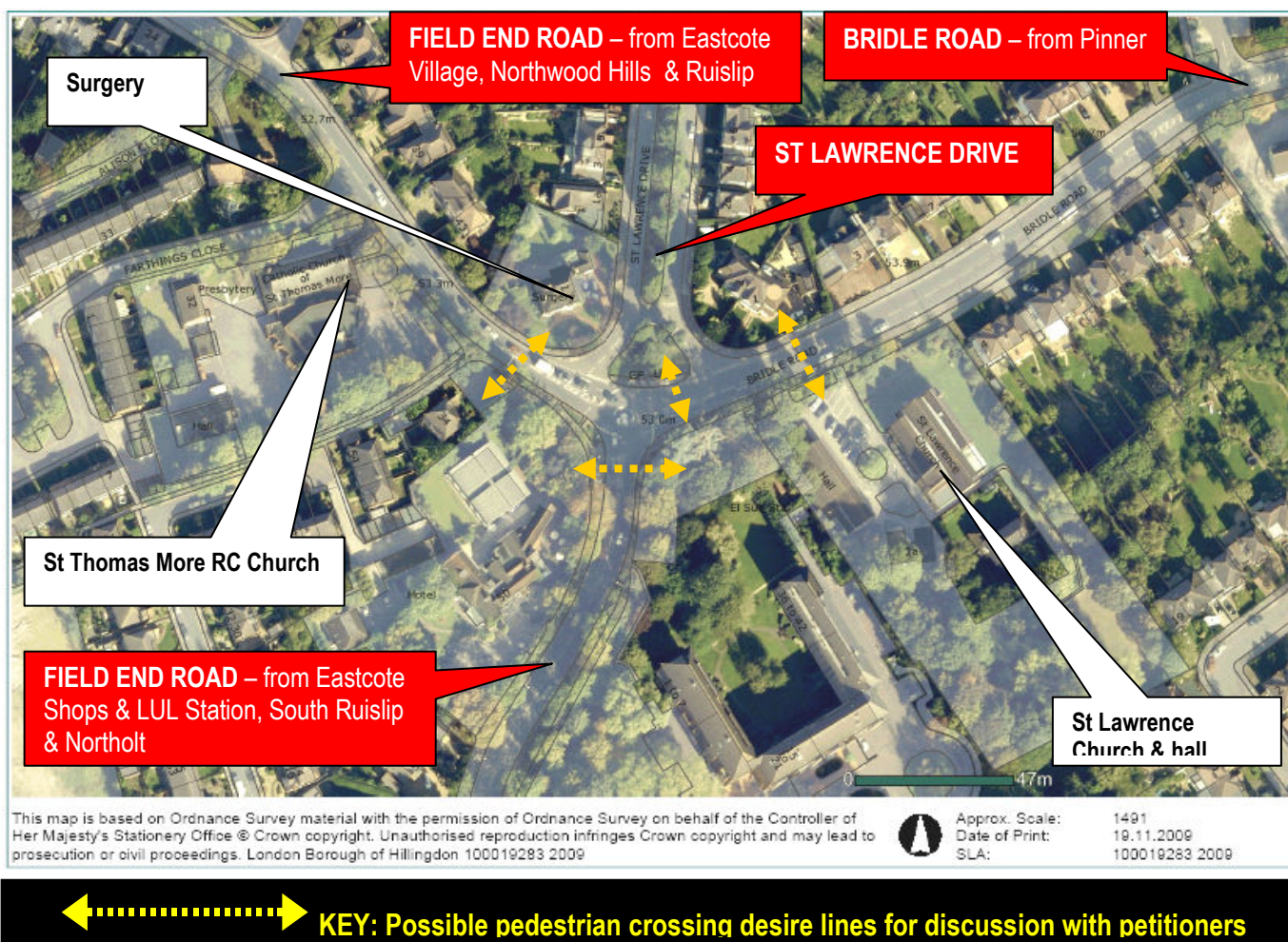
northwestern side as shown on Appendix A. Field End Road and Bridle Road are residential areas. The signatures are from residents from numerous streets in Eastcote.

2. The petition states that;

*“There is no designated safe road crossing for pedestrians in the vicinity of the road junction at Field End Road and Bridle Road. In view of increased traffic and various activities at both St. Lawrence and St. Thomas More churches, we feel that this has now become a priority.”*

3. Both roads carry high volumes of traffic and the junction operates at capacity during peak periods. Although the junction on plan has four arms, the northern one has little traffic and the predominant movements are between Field End Road, west and south and Bridle Road. There are no formal pedestrian crossings in the proximity of the junction but there are central refuges on the approaches of Field End Road and Bridle Road. In general there is little pedestrian activity at this location.
4. It would appear that a key reason for the request for the pedestrian crossing is a result of increased traffic at this junction by visitors to both churches mentioned above.

5. To be able to understand the petitioners request and if these are suggestions for the optimum location for a crossing to provide the most assistance to pedestrians, it is recommended the Cabinet Member discusses in detail the petition request. Following this, the Cabinet Member may consider asking officers to undertake a feasibility study at the identified location. This will include pedestrian and traffic counts. The results can be reported back together with possible sources of funding.
6. Feedback has been received from ward councilors as follows: *'The area in question has no designated crossing facilities, the nearest being in the middle of the Eastcote shopping centre, about 1/2 mile further south. I believe that [petitioners] requested crossings over two arms of this busy four arm junction. Two crossings are certainly required in the interests of road safety and to allay the fears of local residents and councilors. The first arm of the crossing should be located in Bridle Road, as close to the junction with St Lawrence Drive as possible. The second arm should be installed in the northern section of Field End Road (also known as Chapel Hill), between the junction with St Lawrence Drive and the vehicle entrance to St Thomas Moore Church. These crossings will allow pedestrians to cross these busy junctions in safety and will have the added effect of slowing the speed of the traffic approaching and exiting from the mini roundabout.'*
7. These comments, together with the information from petitioners at the meeting, may be used to inform the development of suitable proposals.



## **Accident Analysis**

8. The police accident data for the junction Field End Road and Bridle Road (based on a 50 metre radius and for a period 3 years ending June 2009) shows that there has been one accident which occurred at the junction of Bridle Road and Lawrence Drive. The accident occurred when a refuse truck collided with a pedestrian whilst performing a right turn at the roundabout.
9. Officers are aware of recent reported incidents including a number of what appear to have been high-speed and/or loss-of-control vehicle accidents which are of concern. The data associated with these incidents takes some time to feature in the official statistic referred to above, but residents have highlighted these as an issue of concern. Officers are liaising with their counterparts in the Metropolitan Police to establish to what extent the underlying causes are driver behaviour as well as, possibly, the physical layout of the road.

## **Financial Implications**

There are none associated with the recommendations of this report. The feasibility study can be carried out with in house resources and if the provision of a pedestrian crossing is subsequently recommended, a suitable funding source would need to be identified at that stage.

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

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

It will allow further detailed work to be carried out in order to determine the feasibility of the petitioner's request.

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

Consultation can be carried out subject to further recommendations that may result from the feasibility study.

## **CORPORATE IMPLICATIONS**

### **Corporate Finance**

### **Legal**

There are no special legal implications for this report.

Should there be further recommendations, following the conclusion of the feasibility study and liaising with the Police Traffic Division as part of recommendations 2 and 3 above, then the relevant statutory provisions will have to be identified and considered.

## **BACKGROUND PAPERS**

Petition received, dated 9 July 2009  
ACCSMap – Accident Analysis System  
Streetfile



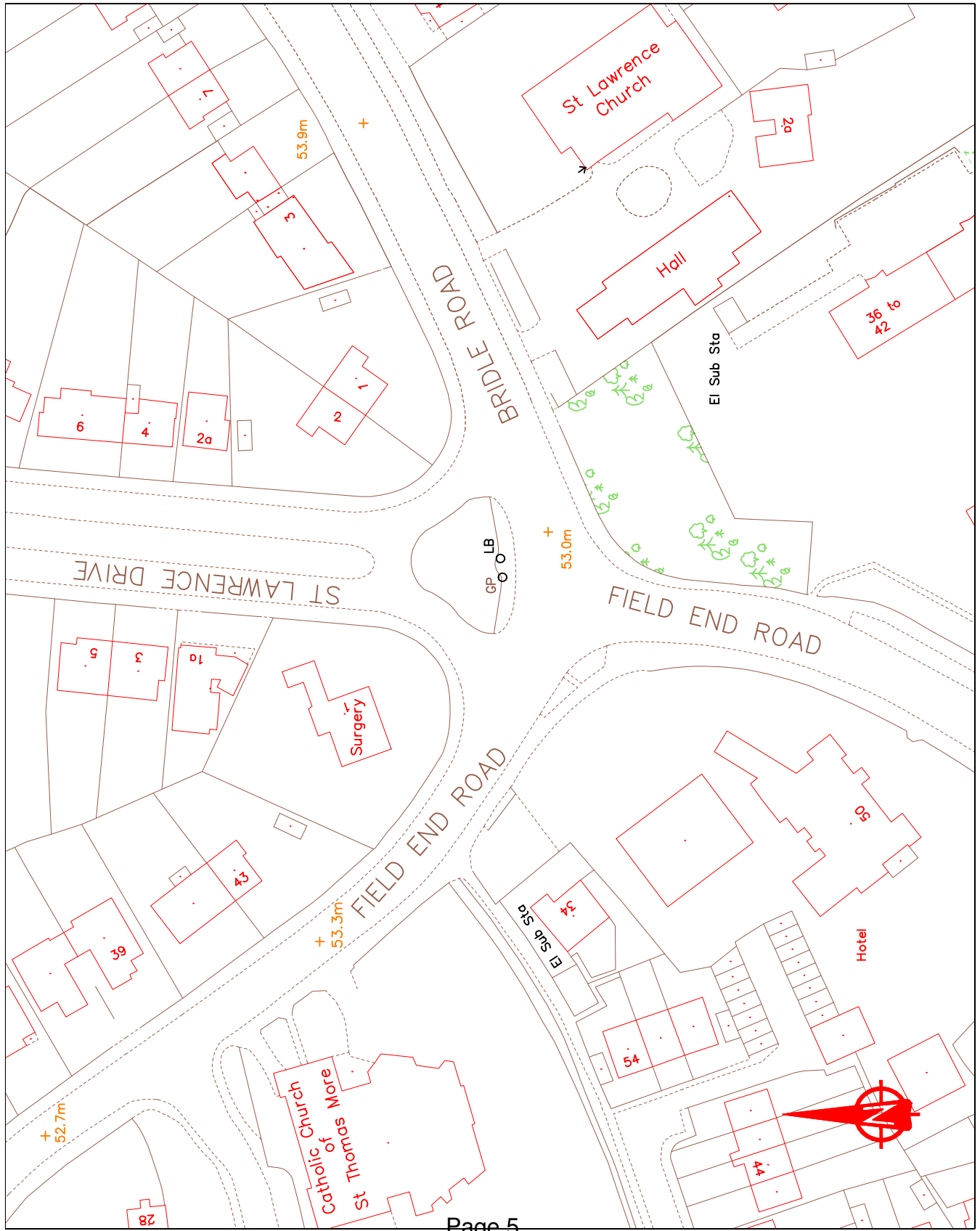
Notes:  
Appendix A

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Project:  
**Bridle Road, Field End Road,  
Eastcote - Location Plan**  
Appendix A

Description	
Scale N.T.S.	Drawn (Initials/Date) MR 11/09
Project No.	Checked (Initials/Date)
Drawing No.	Rev.



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## FULHAM CLOSE, HILLINGDON – PETITION REQUESTING A RESIDENT PARKING SCHEME

**Cabinet Portfolio**

Planning and Transportation

**Report Author**

Steve Austin

**Papers with report**

Appendix A

### HEADLINE INFORMATION

**Purpose of report**

To inform the Cabinet Member that a petition has been received from all households of Fulham Close, Hillingdon requesting a Residents Parking Scheme be installed in their road.

**Contribution to our  
plans and strategies**

The request can be considered as part the Council 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**

Brunel

### RECOMMENDATION

**That the Cabinet Member**

- 1. Meets and discusses with the petitioners their concern with parking in Fulham Close.**
- 2. Decides if a scheme for Fulham Close can be added to the Council's parking programme.**

### INFORMATION

**Reasons for recommendation**

Although parking schemes are not generally considered for individual roads however, due to the isolated location of Fulham Close, the Cabinet Member may decide that a scheme could be considered in advance of one over a wider area.

**Alternative options considered**

None as the residents have made a specific request for a Residents Parking Scheme.

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

None at this stage

## **Supporting Information**

1. A petition with 22 signatures has been received from residents of Fulham Close, Hillingdon asking for a Residents Parking Scheme. There are 22 households in Fulham Close and the petition contains a signature from each one. Although the reason given by the petitioners is due to difficulty with parking in the Close, there are no further details. It is likely there is competition for the on-street parking with local employees and commuters.
2. Fulham Close is as its name implies a cul-de-sac with a junction on the south side of Uxbridge Road northwest of the main road junction with West Drayton Road and Hewens Road. On this side of Uxbridge Road west of the junction, it is mainly residential. On the eastern side however, on both sides of Uxbridge Road the frontage is predominately shopping and commercial. Local employees in these premises maybe parking in Fulham Close and perhaps these details can be discussed at the petition hearing.
3. In a note attached to the petition, it would appear the residents are not fully aware of the operational aspects of Residents Parking Schemes but as the Cabinet Member is aware when the Council investigate the feasibility to install a parking scheme residents are consulted and an information leaflet and questionnaire is delivered to all households.
4. The Cabinet Member will also be aware that these schemes are generally only considered on an area wide basis in order to avoid the transfer of parking problems to adjoining roads. However, in cul-de-sacs which are relatively isolated, it may be possible to consider a scheme which if necessary could be enlarged or subsequently form part of a larger scheme sometime in the future. There has been little interest detected in this area of the Borough for resident's permit parking other then this petition received from residents of Fulham Close.
5. The Cabinet Member will also be aware there is a heavy programme of parking schemes and recently has considered reports for the completion of this year's parking programme and asking approval for next years programme. Following discussions with the petitioners, the Cabinet Member could decide a scheme for Fulham Close can be added to next year's programme and investigated if slippage occurs on other schemes.

## **Financial Implications**

There are none associated with the recommendations to this report, however if the Council were to consider the introduction of a Residents Parking Scheme in Fulham Close, funding would need to be identified. Usually this would come via an allocation from the Parking Revenue Account surplus. However, if there are underspends on other schemes within the Parking Management Schemes Programme, the required funding could be reallocated. This would be subject to the Cabinet Members decision on whether the scheme for Fulham Close should be added to the Programme.

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

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

To allow the Cabinet Member to decide if a scheme for Fulham Close can be considered in isolation from the surrounding area and added to the parking programme.

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

If the Council subsequently investigate the feasibility to introduce a parking scheme in Fulham Close, consultation will be carried out with residents to establish if there is overall support.

## **CORPORATE IMPLICATIONS**

### **Corporate Finance**

### **Legal**

There are no special legal implications for this informal consultation.

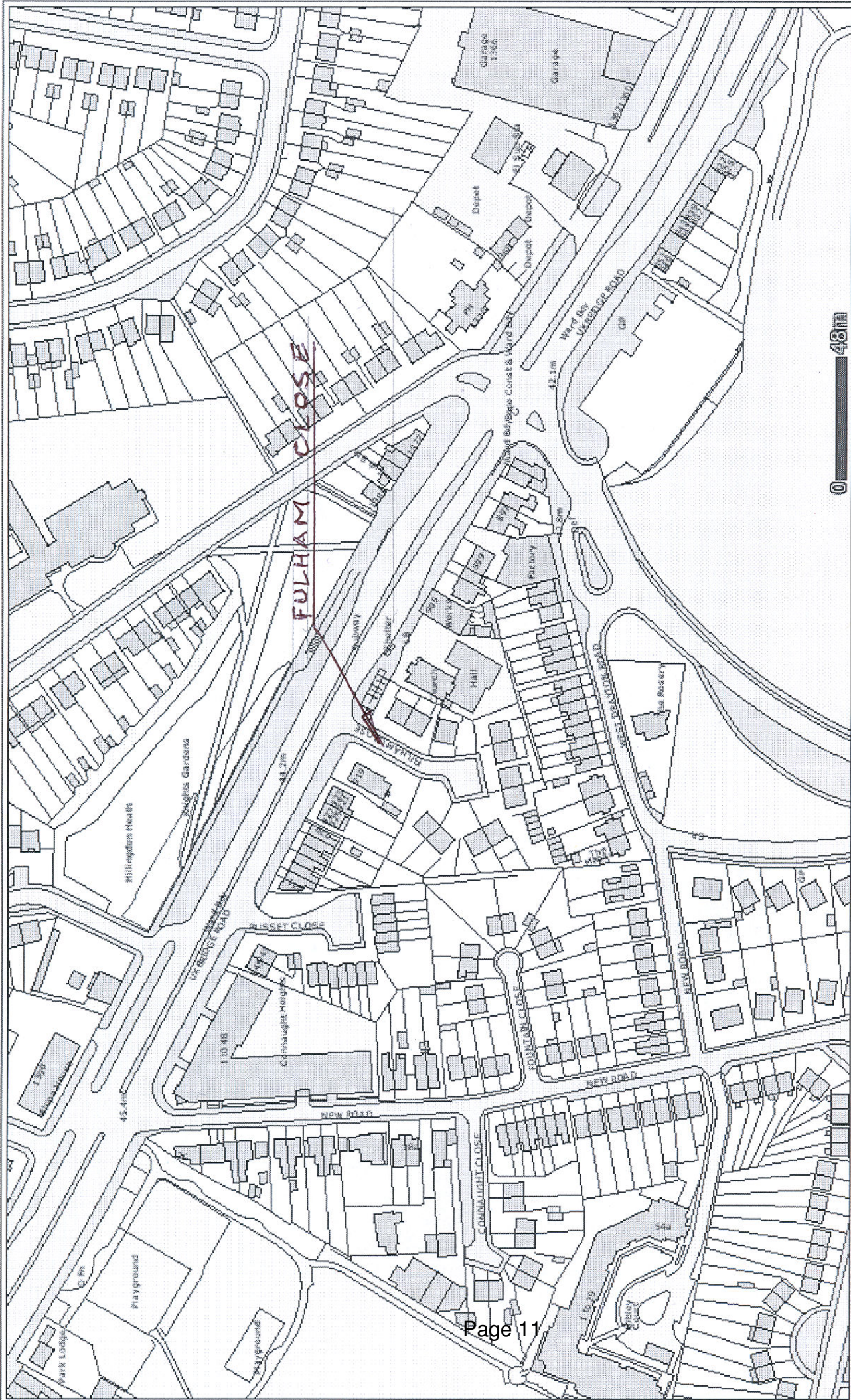
Should there be a decision that further measures are to be considered then the relevant statutory provisions will have to be identified and considered.

In considering the 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.

## **BACKGROUND PAPERS**

Petition received 7<sup>th</sup> October 2009

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## MEADOW CLOSE AND EVELYN AVENUE, RUISLIP – PETITION OBJECTING TO WAITING RESTRICTIONS

**Cabinet Member**

Councillor Keith Burrows

**Cabinet Portfolio**

Planning and Transportation

**Officer Contact**

Catherine Freeman

**Papers with report**

Appendices A and B

### HEADLINE INFORMATION

**Purpose of report**

To inform the Cabinet Member that a petition of 21 signatures has been received from local residents objecting to the waiting restrictions on the junction of Meadow Close and Evelyn Avenue

**Contribution to our plans and strategies**

The request for waiting restrictions on the junction of Meadow Close and Evelyn Avenue has been considered in relation to the Council's road safety plan

**Financial Cost**

There are no costs involved with the recommendations in this report

**Relevant Policy Overview Committee**

Residents' & Environmental Services

**Ward(s) affected**

Eastcote and East Ruislip Ward

### RECOMMENDATION

That the Cabinet Member:

1. **Notes the petition objecting to the waiting restrictions on the junction of Meadow Close and Evelyn Avenue**
2. **Meets with and listens to the petitioners concerns regarding the waiting restrictions on the junction of Meadow Close and Evelyn Avenue**
3. **Subject to the outcome of (2), confirms the need for 'at any time' waiting restrictions on the junction of Meadow Close and Evelyn Avenue for 10 metres from each respective kerbline, as shown on Appendix A**
4. **Asks officers to keep under review the parking issues on Evelyn Avenue on the bend south-west of the junction with Meadow Close**

## **INFORMATION**

### **Reasons for recommendation**

A local Ward Councillor, on behalf of local residents, requested the proposed waiting restrictions to prohibit obstructive parking on the junction of Meadow Close and Evelyn Avenue. Section 243 of The Highway Code recommends that vehicles should not park within 10 metres of a junction.

### **Alternative options considered**

The Cabinet Member could decide to remove or alter the length of the waiting restrictions.

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

None at this stage

### **Supporting Information**

1. The Council received a request for waiting restrictions on the junction of Meadow Close and Evelyn Avenue from a local Ward Councillor in November 2008. The local Ward Councillor was concerned that vehicles, in particular large vans, were parking too close to the junction of Meadow Close. This obstructive parking was causing visibility difficulties, particularly for vehicles exiting Meadow Close.
2. Following investigation, an initial proposal was developed for 'at any time' waiting restrictions on the junction of Meadow Close and Evelyn Avenue for 10 metres from each respective kerbline, as shown on Appendix A. The local Ward Councillor was consulted on the proposal and subsequently suggested that the proposed waiting restrictions should be longer on the south-western side of the junction to improve sightlines for vehicles exiting Meadow Close. The Council revised the proposal to include a longer length of double yellow lines on the south-western side of the junction. The directly affected residents were informed in writing of the proposed waiting restrictions, as shown on Appendix B. The Council received two objections from residents concerned about the extent of the proposed waiting restrictions. Following a further site visit, and in response to the residents' objections, it was decided that the Council would take forward the initial proposal for 'at any time' waiting restrictions on the junction of Meadow Close and Evelyn Avenue for 10 metres from each respective kerbline, as shown on Appendix A. As the Cabinet Member will be aware, The Highway Code recommends that vehicles should not park on a bend or within 10 metres of a junction.
3. Formal notice was given of the Council's intentions for public consultation and notice of intent was advertised on 13<sup>th</sup> May 2009 for 21 days. The Council did not receive any objections to the proposal during the statutory consultation period and proceeded to advertise the Order of Making for the waiting restrictions. Subsequently a petition was received on 25<sup>th</sup> June 2009. This unfortunately was some time after the closing date for objections. Following the Order Making, arrangements were put in place with the contractor to install the yellow lines on the junction Meadow Close and Evelyn Avenue. In cases where programmes of work are longer term, the Council may defer implementation of measures where some element of doubt has arisen. However, the fact that the original request came from concerned residents and a Ward Councillor needs to be borne in mind, and the nature of the request was in any case in line with the requirements of the Highway Code. The

Cabinet Member may agree that it is unreasonable to withhold measures unduly pending the resolution of conflicting views and petitions.

4. In accordance with Council Policy the petition is reported to the Cabinet Member. The petition has 21 signatures objecting to the proposed 'at any time' waiting restrictions on the junction of Meadow Close and Evelyn Avenue and suggesting that the money would be better spent on road re-surfacing. Of the 21 signatures, 10 are residents of Evelyn Avenue from 5 properties in this road. The petition did not appear to include residents from Meadow Close.
5. The petitioners' state that: *'This is a residential area, the road is not used as a short-term parking area for any schools, shops or businesses and it is felt that it is a waste of Councils resources for something that really is not a problem'*.
6. The petitioners ask if the Council is going to implement double yellow lines on junctions Borough wide. As the Cabinet Member will be aware, the Council considers installing 'at any time' waiting restrictions on junctions for road safety reasons particularly in response to requests from residents or local concern.
7. For the Cabinet Member's information, following the statutory consultation period, the Council also received a letter from a resident of Evelyn Avenue in support of the proposed waiting restrictions.
8. The comments received from the petitioners are acknowledged but the Highway Code clearly recommends that vehicles should not park within 10 metres of a junction, and a local Ward Councillor, on behalf of local residents, has requested the waiting restrictions to prohibit obstructive parking. It is also considered an objection on grounds of financial saving is not valid.
9. In July 2009 the Council was contacted by a resident of Oakfield Close concerned about visibility difficulties on the northbound approach to the bend on Evelyn Avenue, south-west of the junction with Meadow Close due to the persistent parking of commercial vehicles. The resident has requested that the 'at any time' waiting restrictions on Evelyn Avenue at the junction with Meadow Close are extended to approximately 30 – 50 metres on either side of the junction.
10. During the time of a recent site visit, one van was observed to park on Evelyn Avenue, south-west of the junction with Meadow Close. The location of the parked van did not appear to obstruct visibility on the approach to the bend. Therefore it is recommended that the Council keeps under review the parking issues on Evelyn Avenue on the bend south-west of the junction with Meadow Close.

## **Financial Implications**

There are no costs involved with the recommendations in this report

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

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

To confirm the need for waiting restrictions to remove obstructive parking and reduce accident risk at the junction of Meadow Close and Evelyn Avenue

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

- Public Notice of the proposals has been given in the local newspaper and Notices displayed on the streets affected
- The local Ward Councillors have been consulted and no objections have been received.

## **CORPORATE IMPLICATIONS**

### **Corporate Finance**

### **Legal**

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, as mentioned above, with the statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic.

The safety risks identified in this report, and the recommendations of the Highway Code are a relevant consideration in deciding whether the Order is confirmed. In considering the consultation responses and views of petitioners, 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 were conscientiously taken into account.

### **Corporate Property**

### **Relevant Service Groups**

## **BACKGROUND PAPERS**

Petition received 25<sup>th</sup> June 2009

Notes:

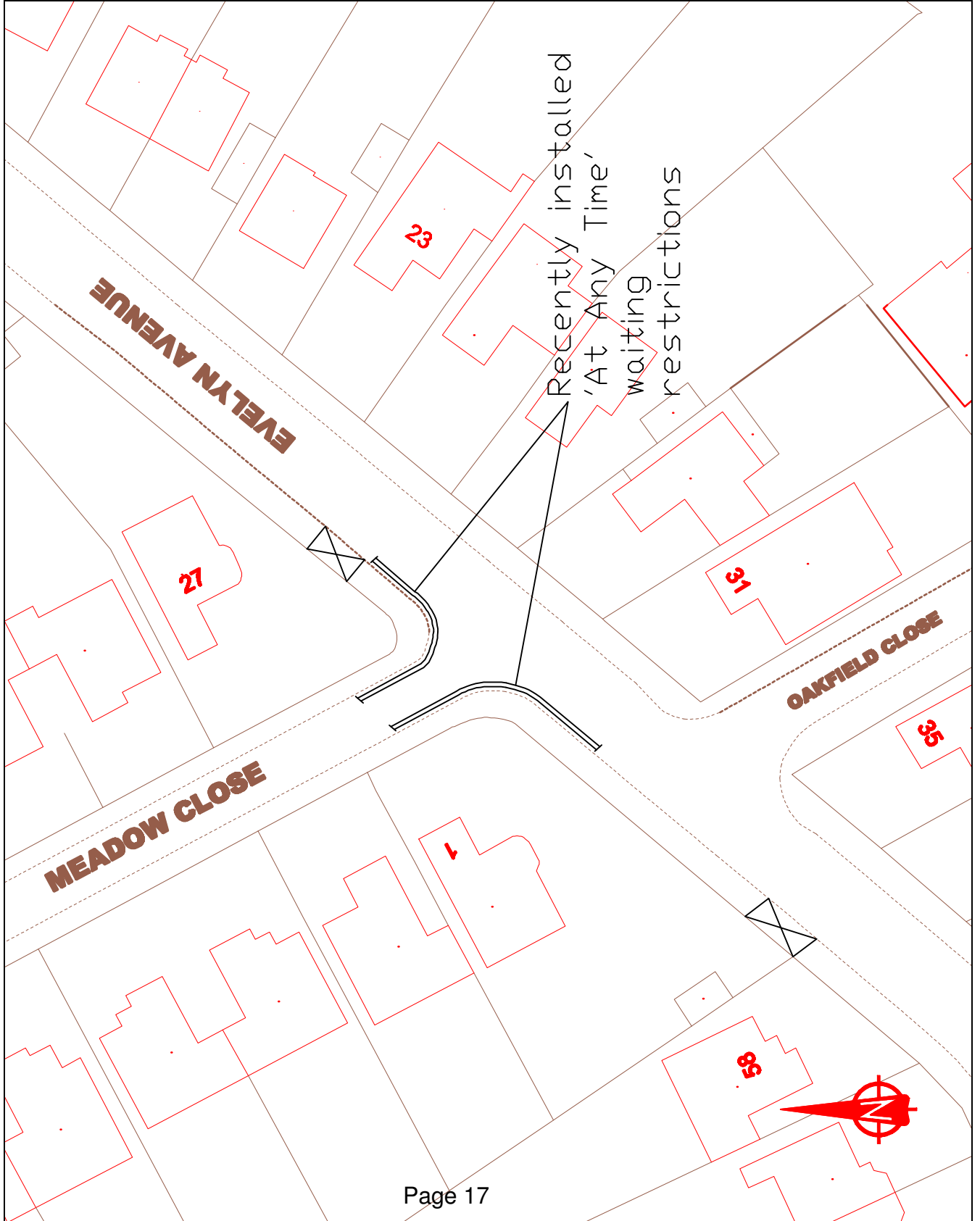
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 London Borough of Hillingdon 100019283 2009



**Project**  
 Junction of Meadow Close & Evelyn Avenue, Ruislip  
**Proposed 'at any time' waiting restrictions**

Description

Scale	Drawn	Checked	Initials/Date
1:500	CF	03/09	
Project No.	Drawing No.		Rev.



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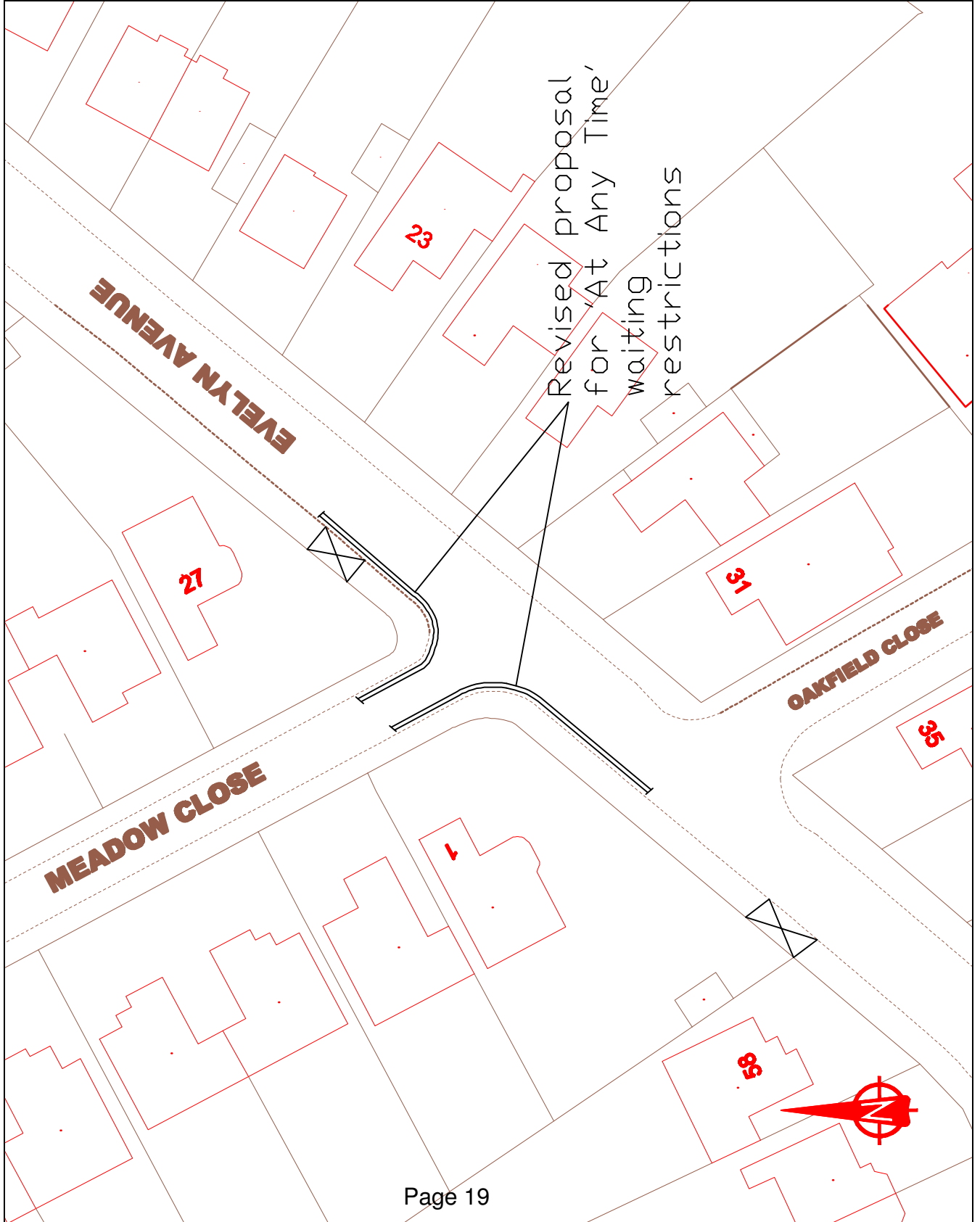
London Borough of Hillingdon 100019283 2008



**Project**  
**Junction of Meadow Close & Evelyn Avenue, Ruislip**  
**Proposed 'At Any Time' waiting restrictions**

Description

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1:500	CF	11/08	
Project No.	Drawing No.		Rev.



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<b>WINDSOR AVENUE, HILLINGDON EAST – PETITION REQUESTING ROAD SAFETY MEASURES</b>	
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<b>Cabinet Portfolio</b>	Planning and Transportation
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<b>Report Author</b>	Steve Austin
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<b>Papers with report</b>	Appendix A
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## HEADLINE INFORMATION

<b>Purpose of report</b>	To inform the Cabinet Member that a petition has been submitted to the Council asking for traffic measures to address problems in Windsor Avenue which occur during school drop off and pick up times.
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<b>Contribution to our plans and strategies</b>	The request can be considered as part of the Council's strategy for road safety.
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<b>Financial Cost</b>	There are none associated with the recommendations to this report.
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<b>Relevant Policy Overview Committee</b>	Residents and Environmental Services
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<b>Ward(s) affected</b>	Hillingdon East
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## RECOMMENDATION

**That the Cabinet Member**

- 1. Notes the petition and discusses with petitioners in detail their concerns with traffic on Windsor Avenue.**
- 2. Subject to the above asks Officers to submit a bid to Transport for London for funding to install Oak Farm School's Travel Plan.**
- 3. Asks Officers to investigate other measures that residents have requested in Windsor Avenue that are outside Oak Farm School's Travel Plan.**

## INFORMATION

### Reasons for recommendation

It is clear there are concerns with traffic on Windsor Avenue particularly during school starting and finishing times. The school has produced a Travel Plan which is eligible to be funded by Transport for London. Outside of this plan petitioners also raise issues which can be considered for funding for inclusion in the Council's Road Safety programme.

## Alternative options considered

This will form part of the discussion with petitioners.

## Comments of Policy Overview Committee(s)

None at this stage

## Supporting Information

1. A petition with 253 signatures has been received from residents living in the vicinity of Oak Farm Primary School with the following heading:  
  
*“Windsor Avenue Road Safety. To stop the problems which occur on Windsor Avenue during school drop off/pick up times”.*
2. In a covering note to the petitions, the problems identified by petitioners were outlined as follows:
  - (i) Drivers parking over drop kerbs and peoples drives
  - (ii) Drivers driving on the pavement in order to park
  - (iii) Drivers turning in the middle of the road and mounting the kerb
  - (iv) Drivers turning in the drive of the school and reversing on to a main road
  - (v) Drivers parking on the zig-zags outside of the school
  - (vi) Speeding
  - (vii) Cars causing an obstruction for pedestrians and other road users
3. Windsor Avenue is a residential road with a junction at its southern end on Long Lane. It acts a local distributor providing access to several other residential roads in the area. The alignment is shown on appendix A and apart from Oak Farm Schools close to Long Lane, the road is wholly residential.
4. Oak Farm School has produced a Travel Plan following surveys undertaken by the school to establish routes used by pupils and the identification of measures which will make these safer and encourage less use of private cars. The main elements of the School Travel Plan on Windsor Avenue are:
  - “Drop and Go” facility
  - Pedestrian crossing near school gates with 20 mph zone
  - Re-design of school entrance and installation of barriers
5. Transport for London provides funds for the introduction of School Travel Plans but unfortunately to-date, the Council has not managed to secure funding for Oak Farm Schools. Nevertheless bids will continue to be made and hopefully, a budget will be secured in the very near future.
6. The Cabinet Member will be aware the Council is proposing the introduction of a zebra crossing outside the school entrance which is one aspect of the Schools’ Travel Plan. The intention is to install the scheme as quickly as possible but the petitioners whilst supporting the crossing will no doubt have suggestions for other measures that could address their concerns.

## **Financial Implications**

There are none associated with the recommendations to this report, however the introduction of traffic measures would require funding from an appropriate budget and Transport for London (TfL) have in the past provided funding for School Travel Plans. If the Cabinet member decides to proceed with this scheme it would be necessary to make a bid to TfL for funding within the School Travel Plan Programme.

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

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

To pursue the funding of measures requested by the school as part of their travel plan and to investigate other measures that the petitioners may suggest.

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

Following identification of appropriate schemes residents of Windsor Avenue and the environs will be consulted prior to the Council making a final decision.

## **CORPORATE IMPLICATIONS**

### **Corporate Finance**

### **Legal**

There are no special legal implications for this informal consultation.

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

In considering the 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.

## **BACKGROUND PAPERS**

Petition received 26<sup>th</sup> May 2009

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## FIELD END ROAD, RUISLIP – PETITION REGARDING THE SPEED OF VEHICLES

**Cabinet Member**

Councillor Keith Burrows

**Cabinet Portfolio**

Planning and Transportation

**Officer Contact**

Catherine Freeman

**Papers with report**

Appendices A & B

### HEADLINE INFORMATION

**Purpose of report**

To inform the Cabinet Member that a petition has been received from residents in Field End Road who live close to the junctions with Paddock Road and Long Drive regarding the speed of vehicles. The petitioners' are also concerned that vehicles are not stopping at the zebra crossing near Paddock Road

**Contribution to our plans and strategies**

The request can be considered in relation to the Council's road safety plan

**Financial Cost**

The estimated cost to arrange a speed survey on Field End Road is £200

**Relevant Policy Overview Committee**

Residents' & Environmental Services

**Ward(s) affected**

Cavendish and South Ruislip Wards

### RECOMMENDATION

That the Cabinet Member:

1. Notes the petition request
2. Meets with and listens to the petitioners' concerns regarding speeding issues on Field End Road
3. Subject to the outcome of (2), asks Officers to carry out an independent speed survey on Field End Road at a location agreed with the petitioners and to report back to the Cabinet Member.
4. Subject to the outcome of (2), instructs officers to add Field End Road to future Phases of the Vehicle Activated Signs (VAS) Programme
5. Subject to the outcome of (2), instructs officers to consult with the Safer Neighbourhoods Team regarding the issue of speed.

## INFORMATION

### Reasons for recommendation

To investigate in further detail concerns of the petitioners.

### Alternative options considered

Options can be discussed with the petitioners

### Comments of Policy Overview Committee(s)

None at this stage

### Supporting Information

1. The Council has received a petition with 29 signatures from some residents of Field End Road under the following terms:-

*“This is a petition regarding the speed of the cars going down Field End Road. Also the fact that cars and lorries are not stopping at the zebra crossing at the top of Long Drive”*

2. The residents live in the area around Paddock Drive and Long Drive. In a note attached to the petition the organiser is asking for a meeting with the Cabinet Member to discuss the new traffic calming measures on Field End Road.
3. The Council’s monitoring programme of road accidents had highlighted a relatively high number of 20 personal injury accidents that had taken place on Field End Road, between Southbourne Gardens and Whitby Road during the three-year period ending in December 2005. The majority involved shunt type accidents, failure to give way and right turns. There were also three loss of control accidents. Investigations indicated that the straight and wide alignment of this section of Field End Road encouraged higher vehicle speeds. Options were developed to address the accident trends, including measures to alter the straight alignment of the road, and reduce potential conflicts at side road junctions. An independent Safety Audit was carried out and a Local Safety Scheme funded by Transport for London was developed.
4. Speed survey data collected at the junction of Field End Road and Woodlands Avenue prior to the installation of the Local Safety Scheme indicated average vehicle speeds of approximately 28mph. The 85<sup>th</sup> percentile speed was measured at 33mph, which is the speed 85% of motorists travel at or below.
5. The bulk of the Local Safety Scheme on the section of Field End Road between the junctions of Southbourne Gardens and Whitby Road was completed in September 2008 and included the implementation of kerb buildouts, traffic islands and centre hatching markings. An option for a zebra crossing located at Ferncroft Drive was also developed as part of this Local Safety Scheme and is currently under consideration by the Cabinet Member.
6. Field End Road carries relatively high volumes of traffic and extends from north of Eastcote town centre to the boundary with Harrow at the southern end. It is shown in Appendix A and as mentioned above the recently installed traffic calming scheme is in the section south of



the town centre to Whitby Road. The petition which is the subject of this report comes from residents living approximately 600 metres south of Whitby Road in the vicinity of the junction with Long Drive.

7. In response to a petition request a zebra crossing on Field End Road, north of the junction with Long Drive was installed last year. The location of the crossing is shown on Appendix B and was identified following a feasibility study and consultation with local Ward Members and the lead petitioner. This scheme was funded from a budget provided by Transport for London to assist walking.
8. It is of concern that drivers have been reported by the lead petitioner as failing to stop at the zebra crossing. Unfortunately in recent years the number of incidents reported of similar behaviour has been on the increase, and there are often a number of underlying causes which are not a direct consequence of the actual design of the crossing. In some cases, drivers may be distracted – e.g. by mobile phone – or may simply have chosen to deliberately ignore the requirements of the Highway Code that they should yield to pedestrians at a crossing. In practice, gathering evidence of this can be difficult and in such cases the council is reliant upon the assistance and input of the police and in particular the local Safer Neighbourhood Teams. Clearly enforcement by the Police should form part of the response in such circumstances.
9. It is recommended that the Cabinet Member meets with the petitioners to listen to their concerns regarding vehicle speeds on Field End Road. Subject to the Petition Hearing Meeting, the Cabinet Member may wish to have an independent 24 hour, full-week speed and vehicle count survey undertaken on Field End Road to determine the current extent of the traffic speed and flow situation. It is further suggested that the petitioners are requested to indicate the appropriate location in Field End Road where the survey should be undertaken.
10. The Council receives a considerable amount of positive feedback from residents where Vehicle Activated Signs have been installed. A Vehicle Activated Sign (VAS) was installed on Field End Road near the junction with Woodlands Avenue in March 2008 as part of Phase 8 of the VAS programme. These signs are more effective when in place for a short period of time, and therefore the Council has developed a programme whereby the signs are installed at key sites, left in place for three months and then moved to another site. The Cabinet Member may like to consider instructing officers to add this section of Field End Road to future Phases of the VAS programme.
11. The Cabinet Member will also be aware that officers liaise with the Safer Neighbourhood Teams (Metropolitan Police Service) and it is therefore suggested that input be sought from the Safer Neighbourhood Team responsible for the Cavendish and South Ruislip Wards, as well as the Alperton Traffic Division.

### **Financial Implications**

The estimated cost to arrange speed and vehicle counts is £200. This is subject to the Cabinet Members approval for it to be funded from the Road Safety Programme budget.

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

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

It will allow further consideration of the petitioners' concerns.

## **Consultation Carried Out or Required**

- Local Safety Scheme was raised as an item at London Borough of Hillingdon's Traffic Liaison Meeting in April 2007. No objections were received.
- Public Notice given for zebra crossings installed on Field End Road

## **CORPORATE IMPLICATIONS**

### **Corporate Finance**

### **Legal**

There are no special legal implications for the proposal for an informal consultation.

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

In considering any 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.

## **BACKGROUND PAPERS**

- Petition received from Democratic Services, 3 March 2009
- Cabinet Member report, 14<sup>th</sup> November 2007: Field End Road, Ruislip – Proposed Zebra Crossing
- Cabinet Member report, 24<sup>th</sup> October 2007: Field End Road, Eastcote – Proposed Local Safety Scheme

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Project  
**Field End Road**  
 Location plan

Description	
Scale NTS	Drawn (Initials/Date) CF 10/09
Project No.	Checked (Initials/Date)
Drawing No.	Rev.



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# APPENDIX B

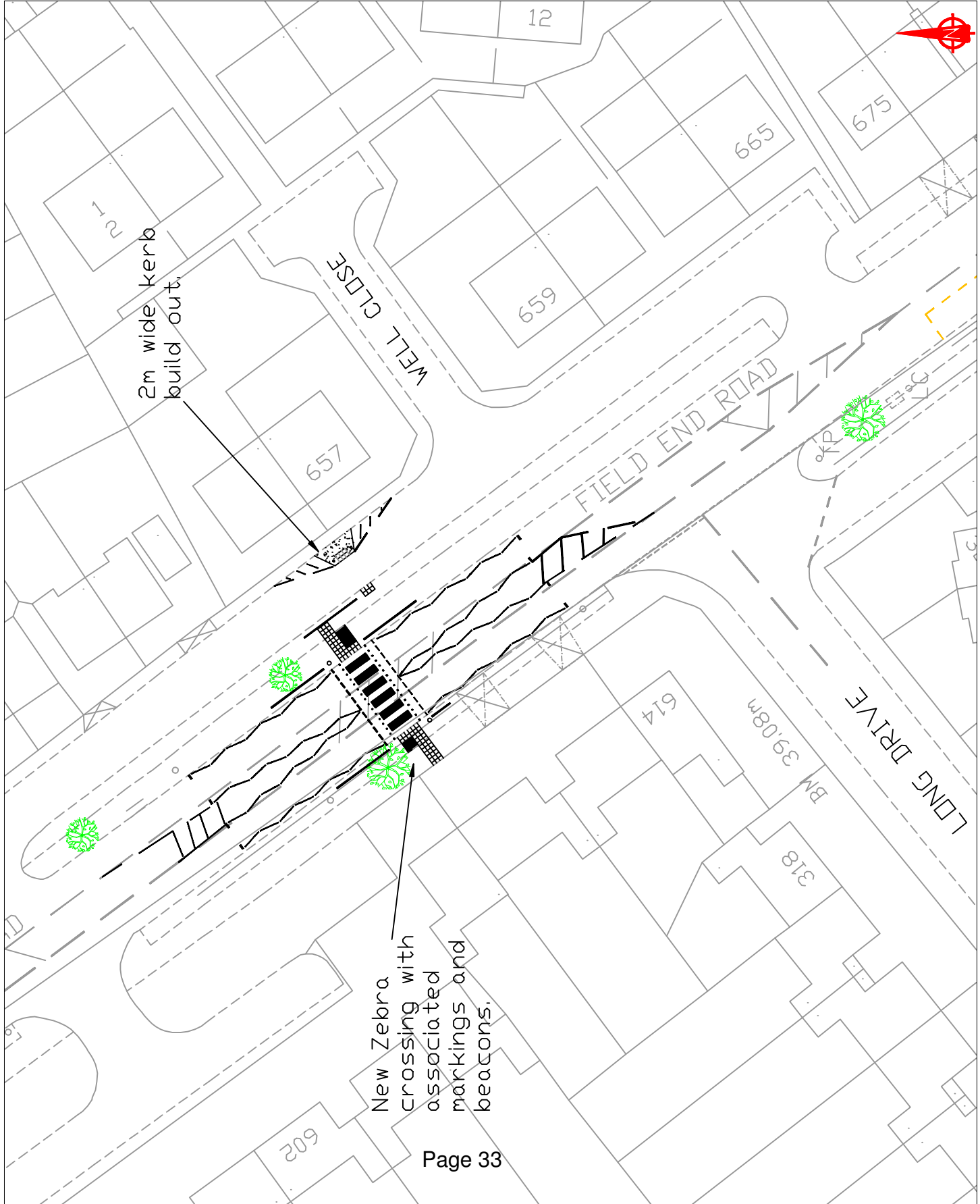
KEY

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**HILLINGDON**  
LONDON

Project		Field End Road:	
Description		Zebra crossing	
Scheme Plan			
Scale	Drawn	Checked	(Initials/Date)
1:500	AT	04/07	
Project No.	Drawing No.	Rev.	A



2m wide kerb build out.

New Zebra crossing with associated markings and beacons.

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