



HILLINGDON  
LONDON



# Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

**Date:** WEDNESDAY, 13 JULY  
2016

**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, Transportation and Recycling

## **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.

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

**Published:** Tuesday, 5 July 2016

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***Putting our residents first***

Lloyd White

Head of Democratic Services

London Borough of Hillingdon,

3E/05, Civic Centre, High Street, Uxbridge, UB8 1UW

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# Agenda

## CHAIRMAN'S ANNOUNCEMENTS

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

- 1 Declarations of Interest in matters coming before this meeting
- 2 To confirm that the business of the meeting will take place in public.
- 3 To consider the report of the officers on the following petitions received.

Please note that individual petitions may overrun their time slots. Although individual petitions may start later than advertised, they will not start any earlier than the advertised time.

	<b>Start Time</b>	<b>Title of Report</b>	<b>Ward</b>	<b>Page</b>
<b>4</b>	7.00 PM	Request for action to be taken to address parking issues in Braybourne Close, Uxbridge	Uxbridge North	1 - 6
<b>5</b>	7.00 PM	Request for chicanes (rather than speed tables) in Hillside Road, Northwood	Northwood Hills	7 - 18
<b>6</b>	7.30 PM	Residents' request for speed humps & 20mph in Edwards Ave, South Ruislip	South Ruislip	19 - 24
<b>7</b>	8.00 PM	Request for action in Lavender Rise, West Drayton to address traffic issues	West Drayton	25 - 30

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## PETITION REQUESTING AN EXTENSION TO THE OPERATIONAL TIMES OF THE UXBRIDGE NORTH PARKING MANAGEMENT SCHEME IN BRAYBOURNE CLOSE, UXBRIDGE

<b>Cabinet Member(s)</b>	Councillor Keith Burrows
<b>Cabinet Portfolio(s)</b>	Planning, Transportation and Recycling
<b>Officer Contact(s)</b>	Kevin Urquhart, Residents Services Directorate
<b>Papers with report</b>	Appendix A

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that a petition has been received from the residents of Braybourne Close, Uxbridge asking for the operational times of the Uxbridge North Parking Management Scheme in this road to be extended.
<b>Contribution to our plans and strategies</b>	The request can be considered in relation to the Council's strategy for on-street parking controls.
<b>Financial Cost</b>	There are no financial implications associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services.
<b>Ward affected</b>	Uxbridge North

### 2. RECOMMENDATION

#### Meeting with the petitioners, the Cabinet Member:

- 1. Listens to their request for the operational times of the Uxbridge North Parking Management Scheme to be extended in Braybourne Close, Uxbridge.**
- 2. Subject to the outcome of the above, decides if the request for an extension to operational times of the parking scheme in Braybourne Close, Uxbridge should be added to the Council's future parking scheme programme for informal consultation with residents.**

#### Reasons for recommendation

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

## **Alternative options considered / risk management**

These will be discussed with petitioners.

## **Policy Overview Committee comments**

None at this stage.

## **3. INFORMATION**

### **Supporting Information**

1. A petition with 48 signatures has been received from residents of Braybourne Close, Uxbridge. Petitioners are requesting that the Council extends the operational times of the parking restrictions in Braybourne Close to prevent non-residential parking which they associate with the nearby facilities in Uxbridge Town Centre. They have stated that the problems are more acute in the evenings and on Sundays.

2. A plan showing Braybourne Close in relation to Uxbridge town centre is attached as Appendix A to this report. Braybourne Close is one of the closest roads to the amenities situated towards the western part of Uxbridge and therefore forms an attractive area for visitors to this part of the town centre to park. Currently Braybourne Close benefits from being part of the Uxbridge North Parking Management Scheme, which operates Monday to Saturday 9am to 5pm. As a result, residents are finding it increasingly difficult to find a parking space when the parking scheme is not in operation in the evenings and on Sundays.

3. Petitioners are effectively requesting that the times of the parking scheme to be extended. The Cabinet Member will be aware of similar requests in recent years from other roads close to Uxbridge Town Centre, in particular the roads to the north of the Intu Shopping Centre which also form part of Uxbridge North Parking Management Scheme but are within a different parking zone. Following consultation, the Council extended the operational times of the parking scheme in these roads to '9am to 10pm everyday', which has proven successful in preventing non-residential town centre parking. This approach could be considered as a possible option for the residents of Braybourne Close.

4. It is therefore recommended that the Cabinet Member discusses with petitioners their concerns and, if considered appropriate, asks officers to add this request to the future parking scheme programme to conduct informal consultation to extend the operational times of the Uxbridge North Parking Management Scheme in Braybourne Close, Uxbridge. The results of the consultation can then be reported back to the Cabinet Member and local Ward Councillors.

5. Petitioners have also briefly mentioned problems with vehicle speeds in Braybourne Close and have requested traffic calming measure to help reduce this. As Braybourne Close is a cul-de-sac, it would appear that the problems in relation to speeds could be contributed by non-residents who are looking for a parking space. Should the Council decide to extend the operational times of the parking scheme it may remedy these problems and negate the need for physical traffic calming measures. However, further consideration could be given for such measures in the future after consultation for extending the operational times of the parking scheme has been completed.

## **Financial Implications**

There are none associated with the recommendations to this report, however if the Council were to consider extending the operational times of the Uxbridge North Parking Management Scheme in Braybourne Close, funding would need to be identified from a suitable source.

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

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

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

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

If the Council subsequently decides to extend the operational times of the Uxbridge North Parking Management Scheme in Braybourne Close, consultation will be carried out with residents to establish if there is overall support.

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

Corporate Finance has reviewed this report and concurs with the financial implications set out above, noting there are no direct financial implications arising from the recommendations.

### **Legal**

There are no special legal implications for the proposal to discuss with petitioners their request to review the current Parking Management Scheme in Braybourne Close, which amounts to an informal consultation. A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage. Fairness and natural justice requires that there must be no predetermination of a decision in advance of any wider consultation.

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

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

### **Corporate Property and Construction**

None at this stage.

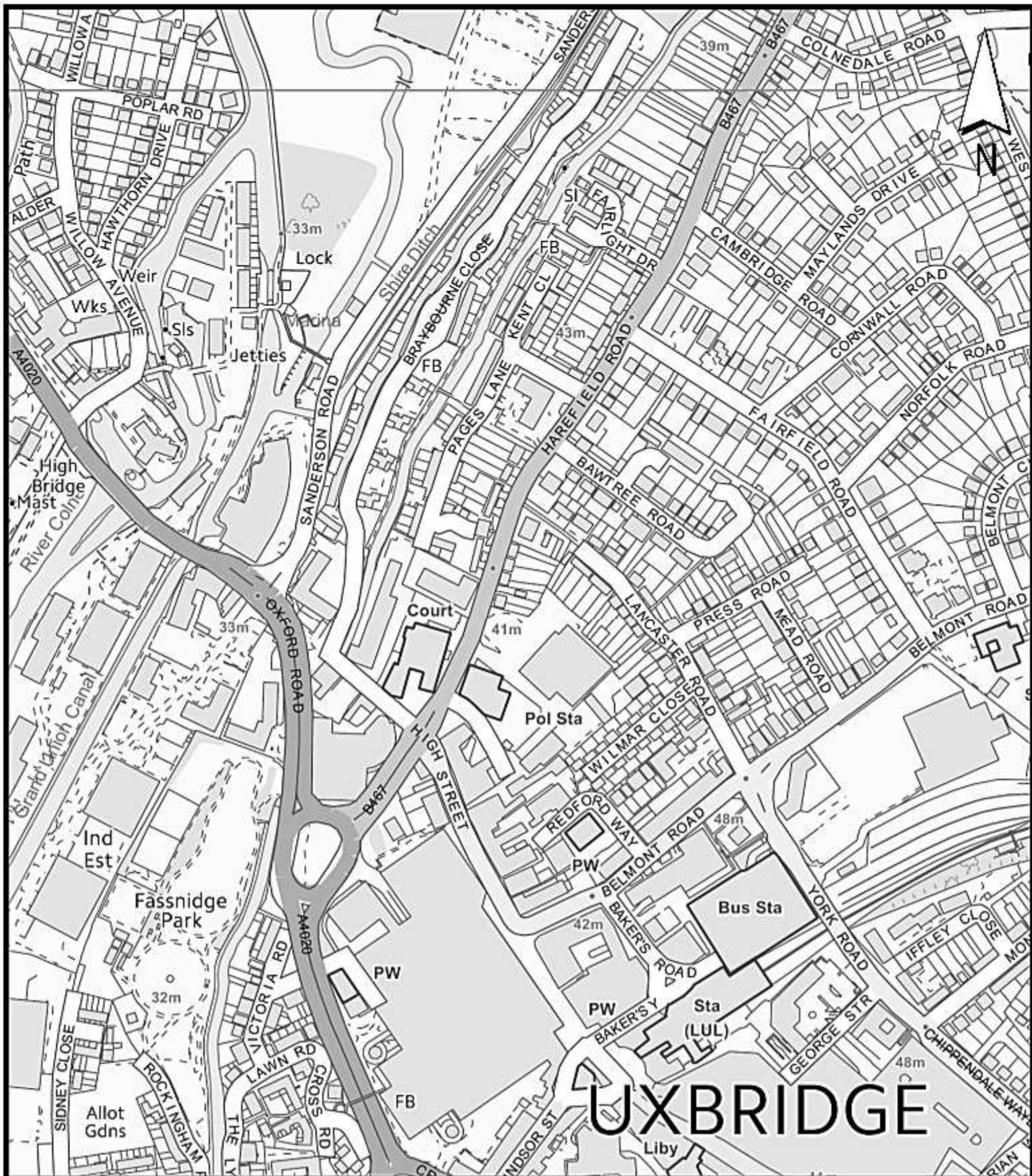
**Relevant Service Groups**

None at this stage.

**6. BACKGROUND PAPERS**

Nil.





## Braybourne Close, Uxbridge - Area plan

## Appendix A

Date June 2016

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# Agenda Item 5

## HILLSIDE ROAD, NORTHWOOD - PETITION REQUESTING TO HAVE CHICANES INSTEAD OF THE COUNCIL'S PROPOSED SPEED TABLES

<b>Cabinet Member(s)</b>	Cllr Keith Burrows
<b>Cabinet Portfolio(s)</b>	Planning, Transportation & Recycling
<b>Officer Contact(s)</b>	Caroline Haywood Residents Services
<b>Papers with report</b>	Appendices A - C

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that a petition has been received asking for chicanes instead of the proposed raised tables in Hillside Road, Northwood.
<b>Contribution to our plans and strategies</b>	The request can be considered as part of the Council's annual programme of road safety initiatives.
<b>Financial Cost</b>	There are no direct financial implications associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents' & Environmental Services
<b>Ward affected</b>	Northwood Hills

### 2. RECOMMENDATION

**Meeting with the petitioners, the Cabinet Member:**

- 1. Notes the previous petition which specifically requested speed tables, together with the results of the subsequent consultations, which also strongly supported the proposal for traffic calming using speed tables;**
- 2. Discusses their request to consider chicanes or similar measures of some form (to be determined) instead of the proposed raised tables in Hillside Road, Northwood;**
- 3. Notes that neither a 'non over-runnable' chicane arrangement (i.e. with raised kerbs), nor a 'give way priority working' bollard arrangement is considered inappropriate for Hillside Road for reasons set out in the body of the report;**
- 4. Notes that the proportion of Heavy Goods Vehicles which already use Hillside Road is significantly less than one percent of the total traffic volume (as explained in the body of the report), and;**

5. **Subject to the above, either**
- (i) **confirms his previous decision to proceed with the traffic calming already authorised; or**
  - (ii) **asks officers to undertake further investigations under the Road Safety Programme and report back to him.**

### **Reasons for recommendation**

The petition hearing will provide a valuable opportunity to hear directly from the petitioners of their concerns and suggestions.

### **Alternative options considered / risk management**

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

### **Policy Overview Committee comments**

None at this stage.

## **6. INFORMATION**

### **Supporting Information**

1. A petition with 93 signatures has been submitted to the Council from residents of Hillside Road, Northwood requesting traffic calming using chicanes instead of the proposed speed tables, which arose following an earlier petition asking for such a scheme.
2. The petition states '*We the undersigned wish the Council to install chicanes as opposed to speed tables in Hillside Road, as part of the traffic calming measures intended for the road. In choosing this option we understand there may be a delay of some months while details of a design most appropriate for the road is worked out. If during the conduct of the design study, competing interests of traffic users who do not live in the road come to the surface we as residents expect the Council to comply with its own, well published motto of 'putting our residents first.'*
3. Attached to the petition was a report detailing the results of an informal consultation undertaken by the lead petitioner, which formed the basis for this petition. The report stated that of the 95 properties in Hillside Road, 60 properties supported chicanes, eight supported raised tables, and two properties were against both options. 21 properties did not respond and four properties are unoccupied.
4. Additional information supplied with the petition claimed that '*ground transmitted vibration problems from passing traffic to adjacent houses in one part of the road came to light between July and December 2015 as the result of three attempts by Affinity Water plc to achieve an adequate repair of the consequential damage caused by its earlier failure to deal promptly with a mains water leak into this road. The desired outcome is the Council install chicanes which are vibration free as opposed to speed tables which are not in Hillside Road. One unexpected result of carrying out the petition, was that it became apparent that traffic generated vibration is also an issue for some residents at both the western and eastern ends of the road. Therefore the problem in the 'middle' which was the original trigger for the request for chicanes, is not unique. The Council may wish to take note of this in the future planning. It is surprising that the Council originally offered the residents of the road speed tables without letting them know about the*

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PART I – MEMBERS, PUBLIC AND PRESS

*possible side effects of vibrations. However, it is to the credit of the Councillors involved that they have now been open-minded enough to recognise that a traffic vibration issue exists in Hillside Road and that their original proposal for traffic calming measures involving speed tables is not suitable, and that an alternative is needed. For the record there is no doubt that the desire for traffic calming in one form or another is high as ever for the residents, and they support the Council's attempts at trying to solve the problem.'*

5. Hillside Road is a residential road within Northwood Hills ward. The road lies on the H13 bus route, which runs every 20 - 30 minutes and is a main route between Pinner and Northwood. The winding alignment of the carriageway also demonstrates significant horizontal and vertical gradients. A plan of the area is shown on Appendix A to this report.

6. The Cabinet Member will recall hearing a previous petition, also from residents of Hillside Road, specifically and unequivocally requesting speed tables to reduce vehicle speeds in Hillside Road. In response to this the Council undertook an independent 24 hour / seven day traffic speed and volume survey.

7. The results showed that the majority of vehicles were found to be exceeding the 30mph speed limit. The 85% speed eastbound was 37mph, whilst westbound was 39mph. The so-called "85<sup>th</sup> percentile speed" is a statistical value, which represents a speed, at or below which, all vehicles were found to be travelling. This is a nationally recognised method of assessing traffic speeds as it effectively refers to the majority of traffic movements.

8. The level of traffic was consistent throughout the week with on average 4,000 vehicles each day in each direction. The data captured was subsequently shared with Ward Councillors and the Cabinet Member who agreed for officers to explore the residents request for physical traffic calming measures in the form of raised tables.

9. Following detailed investigation a proposed traffic calming scheme to install three raised tables was developed, broadly in line with the petitioners' request. Due to the majority of properties benefiting from off street parking and the road layout, this was deemed to be the only viable option to reduce vehicle speeds. The raised tables were designed in accordance with Transport for London's design standards to be bus friendly, incorporating shallower ramps and longer flat top plateaux.

10. Local Ward Councillors were consulted on the proposal and supported the scheme in principle. Officers were then asked to informally consult the residents on the proposal, as shown on the plan attached as Appendix B of this report. The proposals were also discussed with the emergency services and bus operators at one of the Council's quarterly traffic liaison meetings, and the proposals were again approved in principle by all these parties.

11. Of the 95 properties in Hillside Road consulted, the Council received responses from 63 households which represent 66% of the total properties in the road. 55 responses indicated support for the scheme and eight were against. The results were shared with Ward Councillors, who supported the majority view and it was agreed to proceed with the scheme.

12. The proposed traffic calming scheme was then taken through the statutory consultation process, which involved the placing of advertisements in the local press and the display of public notices on site.

13. During this period the Council received one objection against the proposed raised table outside No.10 Hillside Road. In response to this, the location of the raised table was revised

and the objector and affected residents were re-consulted and no further comments were received. This was reported to the Cabinet Member and the decision was made to proceed with the revised scheme, attached as Appendix C to this report.

14. In addition, careful analysis of the feedback from the consultation shows that only one respondent (who supported the idea of traffic calming in principle) suggested the adoption of an alternative form of traffic calming such as a chicane arrangement.

15. The petitioners have cited recent highway works (which took place in April 2016) involving buried services as highlighting an issue about ground-borne vibration. It is understood that, initially, once this work had been completed, the carriageway surface was poorly reinstated, leading to unpleasant noise from traffic passing over this irregular surface.

16. The concern expressed by petitioners in this context appears therefore to be that the introduction of new raised speed tables would create either a similar or perhaps an even worse noise problem.

17. There is, however, no clear empirical evidence that, in general, properly constructed raised tables, with appropriate approach and departure ramps (clearly marked with white triangles in accordance with the Traffic Signs Regulations and General Directions 2016) and a smooth upper plateau, will exhibit any more ground borne vibrations or noise than chicanes or roads without traffic calming measures.

18. However, the Cabinet Member will appreciate that, where there is significant heavy goods vehicle (HGV) traffic, it may be the case that the noise aspect can become a nuisance. As the Cabinet Member will also be aware, experience elsewhere also tends to show that once a traffic calming scheme has been installed, the numbers of HGVs generally tends to reduce significantly, because understandably the drivers of such vehicles prefer to find an alternative route which is less restricted.

19. Clearly a factor in the consideration of HGV impact of this kind will be the proportion of such traffic. Officers have revisited the traffic survey data referred to above and found that typical figures were 80 HGVs out of 26,000 vehicles as a whole (eastbound from Northwood Way, over a week) and 44 out of 27,400 in the opposite direction, again over a week. This equates to an average of 0.23% of all traffic. This is not especially surprising because the existing width restriction in Northwood Way severely constrains the passage of larger vehicles through the area.

20. Mindful of the fact that it is arguably HGV traffic which could cause the most disturbance, the Cabinet Member will note that HGV traffic is already almost insignificant and, should traffic calming be installed, would be likely to fall even further.

21. It is unclear from the petition what form the petitioners would like the 'chicanes' to take, for example 'over runnable' chicanes or a layout for so-called 'priority working' (which generally comprises islands with illuminated bollards which reduce the width of the road and only allow vehicles to pass in one direction at a time).

22. It should be noted, however, that the examples of other roads in the neighbouring London Borough of Harrow, such as Paine's Lane, which have been cited by petitioners as examples to support their argument, are unfortunately not valid comparisons; these other roads are not bus routes, and furthermore Paine's Lane is even narrower than Hillside Road.

23. Traffic calming involving chicanes tends to be less effective at reducing traffic speeds (because car drivers may try to swerve through the chicane), and they add to street clutter and ongoing maintenance. They are generally unsuitable for bus routes in narrow residential roads and significantly impact upon street parking, whereas raised speed tables have no impact on kerb side parking whatsoever.

24. Therefore it is recommended that the Cabinet Member meets the petitioners and listens to their concerns and decides if this request should be investigated further, or alternatively reaffirms his earlier decision.

### **Financial Implications**

There are not any direct financial implications arising from the recommendations within this report. Funding for traffic calming measures will be taken through the usual procurement process.

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

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

To allow the Cabinet Member an opportunity to discuss in detail with petitioners their concerns.

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

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

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

Corporate Finance has reviewed this report and concurs with the financial implications set out above.

### **Legal**

There are no special legal implications for the proposal to discuss with petitioners their request to consider chicanes or similar measures instead of the proposed raised tables in Hillside Road, Northwood, which amounts to an informal consultation. A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage. Fairness and natural justice requires that there must be no predetermination of a decision in advance of any wider consultation

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

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

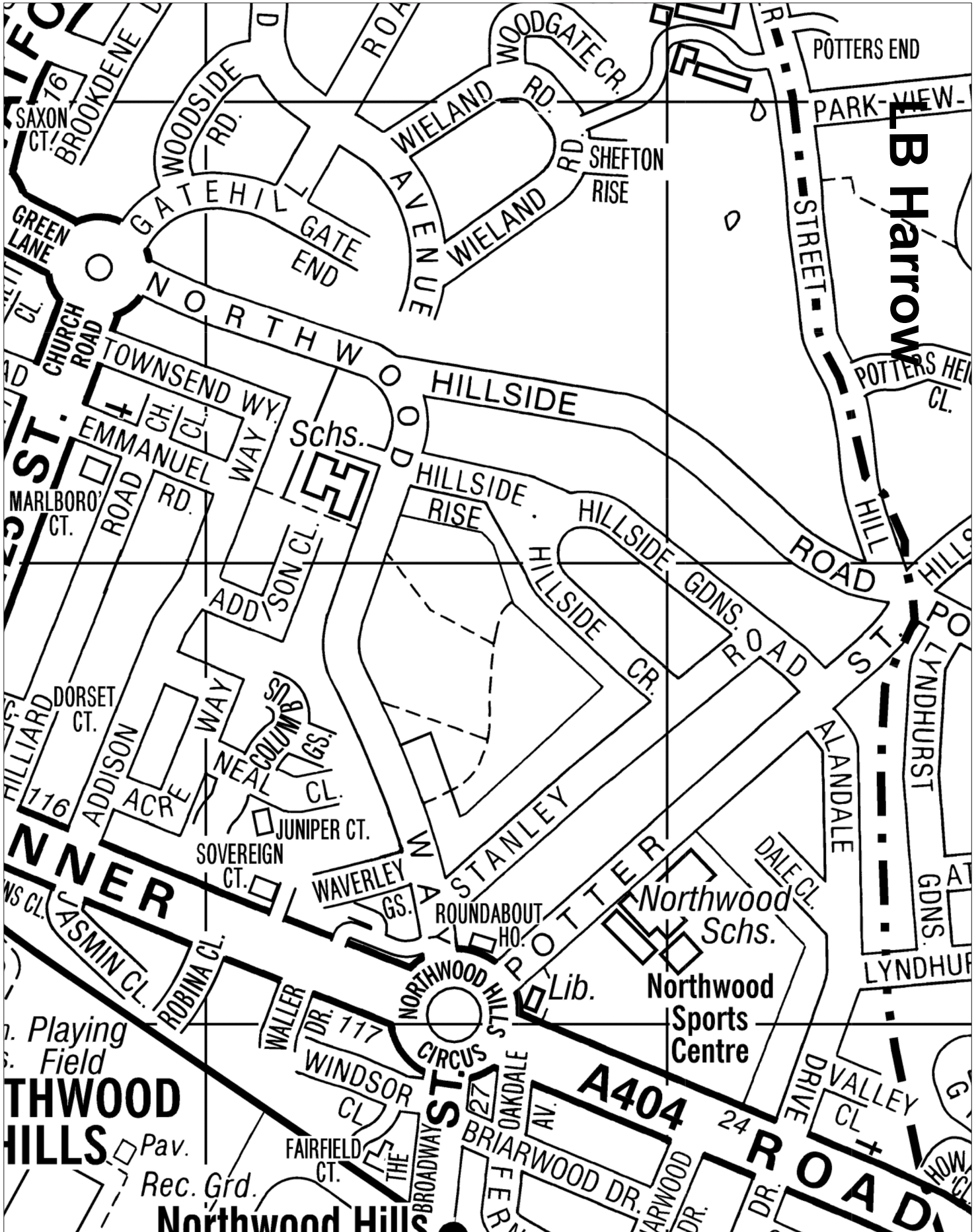
## **Corporate Property and Construction**

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

### **6. BACKGROUND PAPERS**

Nil.





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Proposed raised table



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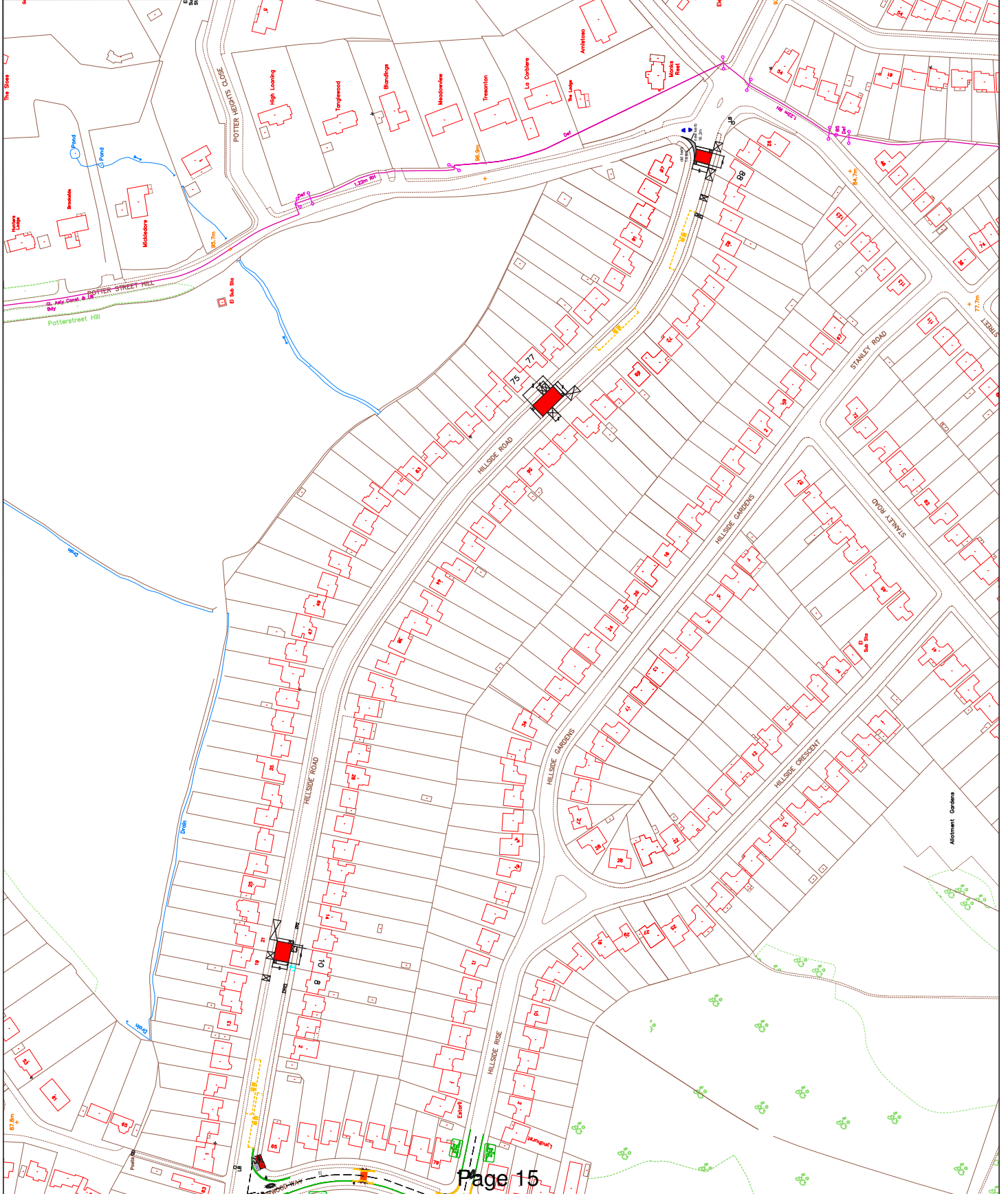


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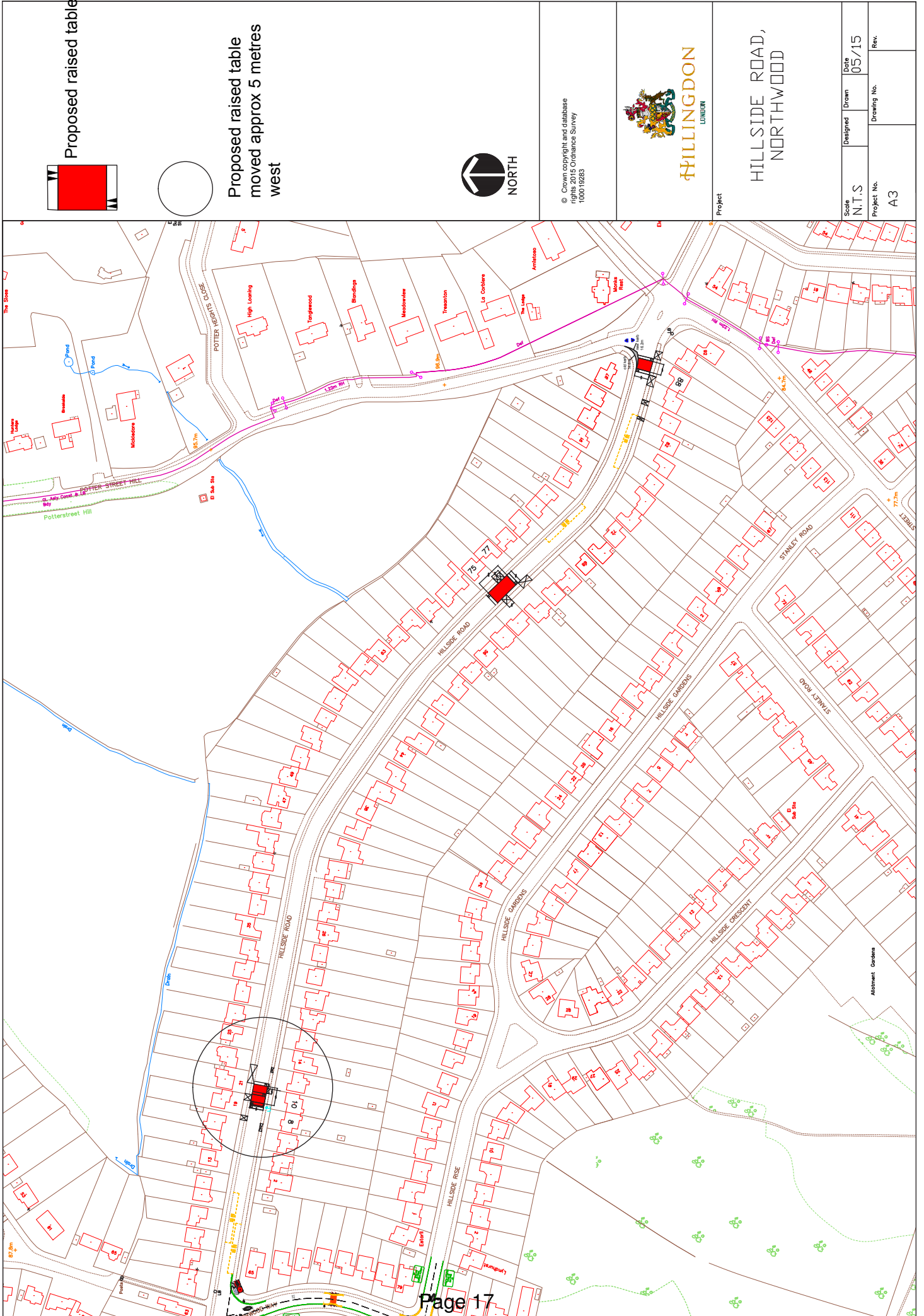
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NORTHWOOD

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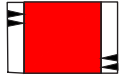
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Proposed raised table



Proposed raised table moved approx 5 metres west



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HILLSIDE ROAD,  
NORTHWOOD

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## EDWARDS AVENUE, RUISLIP - PETITION REQUESTING TRAFFIC CALMING MEASURES

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

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition requesting traffic calming measures on Edwards Avenue, Ruislip.
<b>Contribution to our plans and strategies</b>	The request can be considered as part of the Council's Road Safety Programme.
<b>Financial Cost</b>	There are no direct costs associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents' & Environmental Services
<b>Ward affected</b>	South Ruislip

### 2. RECOMMENDATION

Meeting with the Petitioners, the Cabinet Member:

1. Considers their concerns regarding vehicle speeds in Edwards Avenue;
2. Notes the previous work associated with an earlier petition request, including the speed of vehicles recorded during a traffic volume and speed survey undertaken in February 2010 and February 2015, relevant details of which are set out in the body of this report;
3. Subject to the above, decides if officers should undertake further classified traffic volume and speed survey(s) at location(s) to be agreed with the petitioners and the relevant Ward Councillors, and;
4. Subject to the above asks officers to add the petitioners' request to the Council's Road Safety Programme for further investigation.

## Reasons for recommendation

The petition hearing will provide a valuable opportunity to hear directly from the petitioners of their concerns and suggestions.

## Alternative options considered / risk management

None at this stage.

## Policy Overview Committee comments

None at this stage.

## **3. INFORMATION**

### Supporting Information

1. A petition with 150 signatures has been submitted to the Council under the following heading:

*"We, the undersigned are concerned that Edwards Avenue, South Ruislip, is being used as a 'rat run' by motorists trying to jump the traffic queues along Station Approach during rush hour times. They speed up Great Central Ave then across Edwards Ave and down Mahlon Road to rejoin the traffic in Station Approach. These motorists are a danger to children walking to and from Bourne School and we request the installation of speed tables and the introduction of a 20mph speed limit along Edwards Avenue and neighbouring roads".*

2. Edwards Avenue is a residential road located within the South Ruislip Ward. A location plan is attached as Appendix A to this report. The Cabinet Member will be aware that a diagonal road closure was installed at the junction of Edwards Avenue and Mahlon Avenue some years ago to prevent south-westbound traffic on Station Approach from by-passing the traffic signals at its junction with West End Road.

3. According to the recent petition, motorists are now trying to by-pass south-westbound traffic queues on Station Approach during peak times by using Great Central Avenue and Edwards Avenue as a "rat run" and then rejoining Station Approach via Mahlon Avenue.

4. The Cabinet Member may recall hearing an earlier petition in February 2010 from residents requesting action to stop "dangerous speeding that occurs on Edwards Avenue". In response, the Council commissioned independent vehicle speed and volume surveys at two locations on Edwards Avenue. The survey results indicated that the majority of eastbound vehicles were travelling between 29 and 31 mph and the majority of westbound vehicles were travelling between 31 and 32 mph. The Cabinet Member asked for these results to be shared with the local Safer Neighbourhoods Team to assist with targeted enforcement in the area.

5. Further in-house traffic surveys were undertaken in Edwards Avenue in February 2015 as part of the Council's Road Safety Suggestion Programme which indicated that the majority of eastbound vehicles were travelling at 31 mph and the majority of westbound vehicles were travelling at 29 mph. The Council did not have sufficient evidence to justify the installation of traffic calming measures at that time.



6. Analysis of the latest available Police recorded personal injury accident data for the three year period ending December 2015 has indicated that there have been no accidents on Edwards Avenue.

7. To assist with investigations concerning the speed of vehicles using Edwards Avenue, it is suggested that the Cabinet Member may be minded to consider asking officers to commission fresh, independent 24 hour / 7 day vehicle speed and classification surveys at locations agreed by the petitioners and Ward Councillors.

8. The Council has invested in a number of Vehicle Activated Signs (VAS), which flash a warning sign to motorists exceeding the speed limit. These signs have been found to be most effective if they are installed at key sites, left in place for three months and then moved to another site. Subject to the outcome of further investigations, it is suggested that the Cabinet Member considers asking officers to add Edwards Avenue to a future phase of the Council's VAS programme.

9. In response to the petition, it is recommended that the Cabinet Member meets the petitioners and listens to their concerns and decides if this request should be added to the Council's Road Safety Programme for further detailed investigations and the possible development of alternative options subject to the outcome of the speed and traffic surveys.

### **Financial Implications**

There are no financial implications associated with the recommendations to this report. If, after further investigation, any measures are subsequently approved by the Council, funding would need to be identified from a suitable source

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

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

To allow the Cabinet Member an opportunity to discuss in detail with petitioners their concerns.

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

None at this stage.

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

Corporate Finance has reviewed this report and concurs with the financial implications set out above.

### **Legal**

There are no special legal implications for the proposal to discuss with petitioners their request to add Edwards Avenue to a future phase of the Councils Road Safety Programme for further investigation, which amounts to an informal consultation. A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage. Fairness and natural justice

requires that there must be no predetermination of a decision in advance of any wider consultation.

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

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

### **Corporate Property and Construction**

None at this stage.

### **Relevant Service Groups**

None at this stage.

## **6. BACKGROUND PAPERS**

Nil.

APPENDIX A - location plan



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# Agenda Item 7

## LAVENDER RISE, WEST DRAYTON - PETITION REQUESTING OFF-STREET PARKING AND TRAFFIC CONTROL FOR HEAVY GOODS VEHICLES

<b>Cabinet Member(s)</b>	Cllr Keith Burrows
<b>Cabinet Portfolio(s)</b>	Planning, Transportation & Recycling
<b>Officer Contact(s)</b>	Caroline Haywood, Residents Services
<b>Papers with report</b>	Appendix A

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that a petition has been received asking for off street parking and traffic control for Heavy Goods Vehicles.
<b>Contribution to our plans and strategies</b>	The request can be considered as part of the Council's annual programme of road safety initiatives.
<b>Financial Cost</b>	There are no financial implications in relation to the recommendations of this report.
<b>Relevant Policy Overview Committee</b>	Residents' & Environmental Services
<b>Ward(s) affected</b>	West Drayton

### 2. RECOMMENDATION

#### **Meeting with the petitioners, the Cabinet Member:**

- 1. Discusses their request for off street parking and traffic controls for Heavy Goods Vehicles.**
- 2. Subject to the outcome of the above, asks officers to arrange a speed and vehicle survey at location(s) suggested by the petitioners and reports the results back to the Cabinet Member and local Ward Councillors.**
- 3. Subject to 1 and 2, asks officers to undertake further investigations under the Road Safety Programme and report back to him.**

#### **Reasons for recommendation**

The petition hearing will provide a valuable opportunity to hear directly from the petitioners of their concerns and suggestions.

## Alternative options considered / risk management

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

## Policy Overview Committee comments

None at this stage.

## 4. INFORMATION

### Supporting Information

1 A petition with 29 signatures which represents 25 of the 70 (36%) properties in the road, has been submitted to the Council from residents of Lavender Rise, West Drayton requesting off street parking and measures to deter heavy goods vehicles from using the road.

2 Lavender Rise is a residential road with access onto Stockley by-pass, which links the M4 motorway with Uxbridge and West Drayton. Lavender Rise forms part of the U5 bus route and leads to local shops on Mulberry Parade, a Sainsbury's local and a care home for elderly residents. Lavender Rise falls within West Drayton Ward. A plan of the area is shown on Appendix A to this report.

3 In a covering statement the lead petitioner states *"Lavender Rise was originally a local residential road. It is now a major traffic route with buses and heavy goods vehicles accessing and exiting the Stockley by-pass. This is resulting in congestion at some times of the day and speeding late at night and early morning. Residents have experienced several accidents and the road is unsafe for residents to parking as there is damage to parked cars every day. Attempts to provide off road parking have been thwarted by the Council where this removes any of the grassed amenity areas. Where people have parked on the grassed amenity areas to keep their vehicles safe they have been issued with parking notices. Residents object strongly to being unable to protect their property safely and to uncontrolled heavy traffic using this residential road when it should be directed to major roads. Residents therefore request controls be put on heavy traffic and fines issued for those breaking this control. They also request that residents be allowed vehicular access to their properties for off road parking even where this crosses grassed areas. Tree planting can be carried out to offset the loss of grass and provide amenity landscaping in another form."*

4 In order to assist with investigations concerning the speed of vehicles and lorry movements, it is suggested that the Cabinet Member may be minded to ask officers to commission an independent 24 hour / 7 day vehicle speed and traffic surveys at locations agreed by the petitioners and relevant Ward Councillors.

5 These surveys could take the form of Automatic Traffic Counters (ATCs) which as the Cabinet Member will know, are pairs of rubber tubes laid across the carriageway and attached to a road-side data recorder. These types of surveys are the most reliable means of measuring traffic volumes, types and speeds over a 24-hour, seven day a week basis. The data captured will help inform any possible options to address residents' concerns.

6 Of the 70 properties in Lavender Rise some benefit from off-street parking facilities. Following a petition received from residents of the road, a footway parking scheme was introduced in the road in January 1992 that allowed vehicles to park with two wheels on the footway. Petitioners have asked that the Council allows residents to have drive ways across the

grassed areas in front of their properties which have been refused in the past. Officers from the Highways Planning Team have reviewed this request and they have advised that while they understand residents' desire to have driveways, they cannot support the loss of this grassed area and therefore the Council will not approve applications for access to off-street parking.

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

### **Financial Implications**

There are no financial implications associated with the recommendations to this report. If after further investigation any measures are subsequently approved by the Council, funding would need to be identified from a suitable source

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

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

To allow the Cabinet Member an opportunity to discuss in detail with petitioners their concerns.

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

None at this stage.

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

Corporate Finance has reviewed this report and concurs with the financial implications set out above, noting there are no direct financial implications arising from the recommendations.

### **Legal**

There are no special legal implications for the proposal to discuss with petitioners their request for off street parking and traffic control for Heavy Goods Vehicles in Lavender Rise, West Drayton, which amounts to an informal consultation. A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage. Fairness and natural justice requires that there must be no predetermination of a decision in advance of any wider non-statutory consultation.

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

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

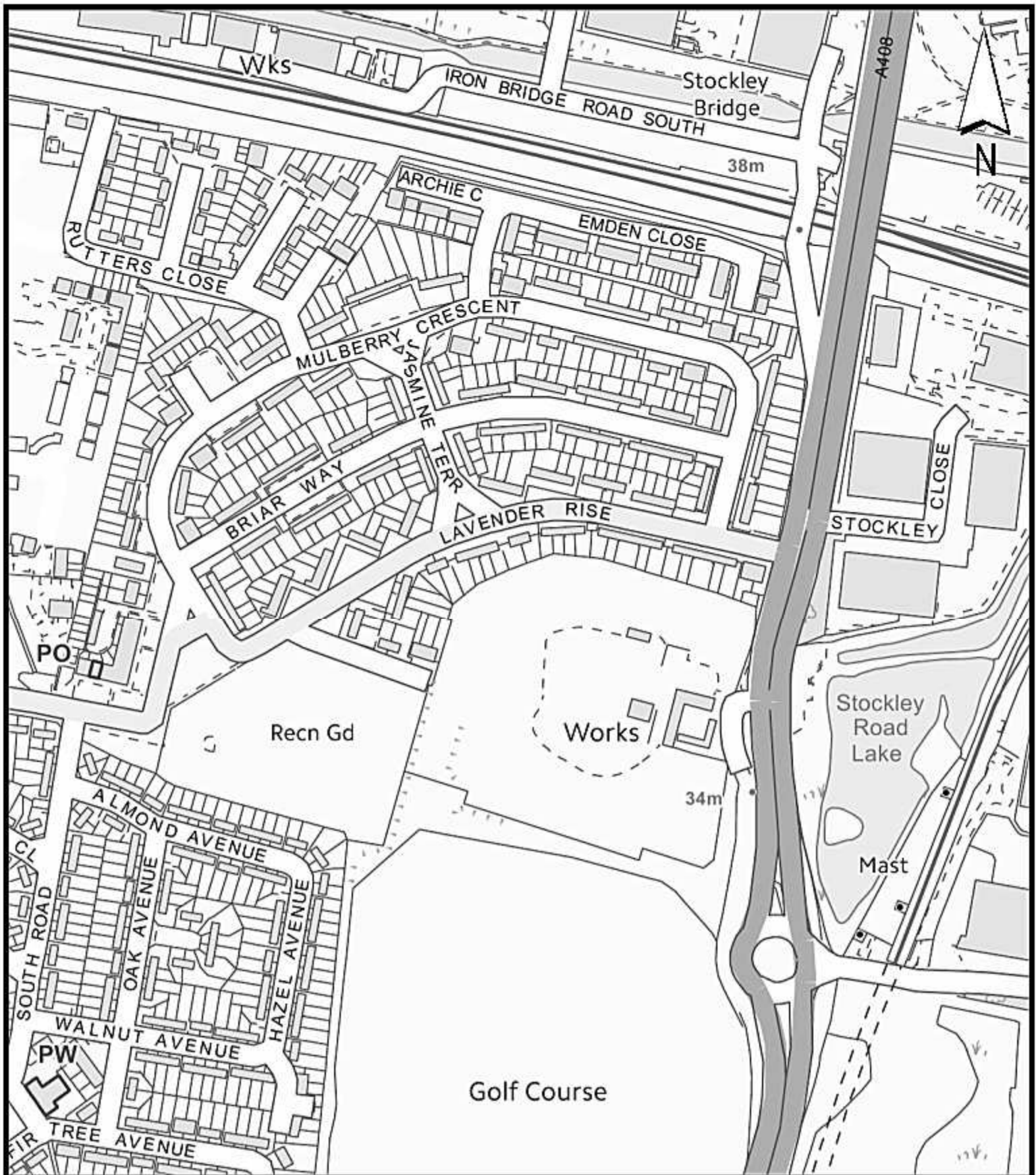
## **Corporate Property and Construction**

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

### **6. BACKGROUND PAPERS**

Nil.





## Lavender Rise, West Drayton - Area plan

## Appendix A

Date June 2016

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