



Petition Hearing - Cabinet Member for Planning and Transportation

Cabinet Member hearing the petition(s):

Councillor Keith Burrows, Cabinet Member
for Planning and Transportation
(Chairman)

How the hearing works:

The petition organiser (or his/her nominee)
can address the Cabinet Member for a
short time and in turn the Cabinet Member
may also ask questions.

Local ward councillors are invited to these
hearings and may also be in attendance.

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 3 March 2020

Contact: Anisha Teji

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Date: WEDNESDAY 11 MARCH
2020

Time: 7.00 PM (*see agenda for
specific petition start times*)

Venue: COMMITTEE ROOM 3 -
CIVIC CENTRE, HIGH
STREET, UXBRIDGE

**Meeting
Details:** Members of the Public and
Media are welcome to attend.
You can view the agenda
at www.hillingdon.gov.uk or
use a smart phone camera
and scan the code below:



Putting our residents first

Lloyd White
Head of Democratic Services
London Borough of Hillingdon,
Phase II, Civic Centre, High Street, Uxbridge, UB8 1UW

Useful information for petitioners attending

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Agenda

CHAIRMAN'S ANNOUNCEMENTS

PART 1 - MEMBERS, PUBLIC AND PRESS MAY ATTEND

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

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

	Start Time	Title of Report	Ward	Page
4	7pm	Corwell Lane, Hillingdon - Petition Requesting A Barrier At The Corwell Gardens End Of The Road	Botwell	1 - 6
5	7pm	Petition Requesting a Residents' Parking Scheme For Kingston Lane, West Drayton	West Drayton	7 - 12
6	7:30pm	Petition Requesting Pedestrian Pelican Crossing At Junction Of Rickmansworth Road And Green Lane, Northwood	Northwood	13 - 20

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CORWELL LANE, HILLINGDON - PETITION REQUESTING A BARRIER AT THE CORWELL GARDENS END OF THE ROAD

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition from residents requesting a barrier on Corwell Lane, close to its junction with Corwell Gardens.
Contribution to our plans and strategies	The request can be considered as part of the Council's annual programme of road safety initiatives.
Financial Cost	Subject to the outcome of discussions with petitioners, the Cabinet Member may be minded to commission speed and traffic surveys. The current cost of these is in the region of £85 per location and can be funded from within existing revenue budgets for the Transportation service.
Relevant Policy Overview Committee	Residents, Education and Environmental Services
Ward(s) affected	Botwell

2. RECOMMENDATIONS

Meeting with the petitioners, the Cabinet Member for Planning, Transportation and Recycling:

- 1. listens to their request for 'barrier' on Corwell Lane, Hillingdon.**
- 2. advises petitioners that, following advice provided by the Highways Manager, the request for a further barrier in Corwell Lane close to its junction with Corwell Gardens is unfortunately not viable.**
- 3. subject to the outcome of the above, considers asking officers to undertake further traffic surveys, at locations agreed by the petitioners, and to then report back to the Cabinet Member.**

Reasons for recommendations

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 48 signatures has been submitted by residents living in Corwell Lane, Lansdowne Road and Appleby Close, Hillingdon signed under the following heading:

"We the residents of Corwell Lane sign this petition to ask for a permanent solution be found to the speeding traffic using Corwell Lane as a short cut to avoid the traffic light system at Merrymans Corner. We would request a barrier at the end of Corwell Lane, Corwell Gardens end, to stop non local traffic using the road as a 'rat run' at high speeds putting property and lives in danger."

2. In an accompanying statement, the lead petitioners helpfully provide the following information:

"Please find enclosed a petition regarding a barrier at the end of Corwell Lane, Corwell Gardens to stop the non resident traffic using Corwell Lane and adjoining roads to avoid the traffic light system at Merrymans Corner. We are very concerned and have been for some time now at the volume of traffic now using these side streets and the speed at which these vehicles are travelling on what are effectively minor residential streets unsuitable for this kind of use."

The petition has provoked considerable interest in adjoining roads who are all very keen to sign the petition due to concerns raised in the previous paragraph."

3. Corwell Lane and Lansdowne Road are mainly residential roads. Corwell Lane is divided into two sections by a 'fire gate' just north of its junction with Lansdowne Road installed many years ago which prevents north-south through traffic between West Drayton Road and Harlington Road. A location plan is attached as Appendix A.

4. The suggestion that has been tabled by residents is for a further barrier to be installed at the Corwell Gardens end of Corwell Lane and, with regards to this, the Council's Highways Manager has provided the following statement: *"The law is quite clear in that people have the right to pass and repass along Highways without obstruction. Whilst Council's are, in certain circumstances, able to place width restrictions and emergency access barriers in roads using Traffic Order powers, they are not legally able to restrict access to roads for certain people such as residents only."* As a result of the above, the Council regrettably cannot agree to petitioners' request to install an additional barrier on Corwell Lane.

5. Officers have liaised with the lead petitioner who suggested that he was keen to review the scope of his original petition, potentially adding in additional roads. Officers suggested, in light

of this, that the lead petitioner might wish to consider a fresh petition, perhaps drawn from a wider resident base and with the knowledge that the original request, for a road barrier, could not be met. The lead petitioner in turn agreed to discuss the matter with his neighbours and Ward Members. As the petition remained on the Council's database, it was hoped that this could allow the matter to be progressed satisfactorily to help the petitioners prepare for a constructive dialogue with the Cabinet Member.

6. At the last dialogue between officers and the lead petitioner, the latter said that, on balance, he would prefer his petition to be formally heard even though the subject of its request could not be met. This report is therefore intended to provide advice to the Cabinet Member and to help facilitate the dialogue that the petitioners have sought.

7. The main concerns for residents appear to be the speed at which traffic uses Corwell Lane and Lansdowne Road to avoid the traffic signals at Merrimans Corner. As a result of the concerns raised by residents, the Cabinet Member may be minded to instruct officers to commission independent 24/7 Automatic Traffic Counts on Corwell Lane and Lansdowne Road at locations agreed with petitioners and Ward Councillors. The speed and vehicle traffic data captured, and the testimony of petitioners, will help inform the investigations into possible measures as a barrier is not a feasible option.

8. Police recorded collision data for the three year period to the end of December 2018 (the latest data available) indicates that there are no recorded incidents in either Corwell Lane or Lansdowne Road. It should be noted, however, that the collision data which the Council has access to is only police recorded incidents and does not include damage only crashes.

Financial Implications

If the Cabinet Member is minded to agree to undertake independent speed and traffic surveys, the cost is usually in the region of £80 to £85 per location, which could be funded through an allocation for the transportation and projects service. If works are subsequently required, suitable funding will be identified from Revenue Budgets within the Road Safety programme.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

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

Consultation Carried Out or Required

None at this stage.

5. CORPORATE IMPLICATIONS

Corporate Finance

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

Legal

There are no special legal implications for the proposal to informally consult residents on their request for 'barrier' on Corwell Lane Hillingdon. Informally consulting residents 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.

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's recommendations. 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 Corporate Property and Construction implications arising from the recommendations in this report.

6. BACKGROUND PAPERS

Petition received.

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PETITION REQUESTING A RESIDENTS' PARKING SCHEME FOR KINGSTON LANE, WEST DRAYTON

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition requesting the introduction of a residents' permit parking scheme in Kingston Lane, West Drayton.
Contribution to our plans and strategies	The request can be considered in relation to the Council's strategy for on-street parking controls.
Financial Cost	There are no financial implications associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents, Education and Environmental Services.
Ward(s) affected	West Drayton

2. RECOMMENDATIONS

Meeting with the Petitioners, the Cabinet Member for Planning and Transportation:

- 1. Listens to their request for the introduction of a residents' parking permit scheme for Kingston Lane, West Drayton**
- 2. Subject to the outcome of the above, asks officers to add the request to the Council's parking programme for further informal consultation on options to manage parking in Kingston Lane and any other roads in the area which Ward Councillors may deem appropriate.**

Reasons for recommendations

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 47 signatures has been submitted to the Council under the following heading *"Resident parking for Kingston Lane, West Drayton to ensure all residents have a place to park, stop drivers leaving their cars for days to stop illegal parking, to ensure emergency services can gain access to the road and to stop dangerous driving conditions. (Mon-Fri 9am - 5pm)"*
2. Kingston Lane is a mainly residential road and the main entrance to West Drayton Academy is located within the road. Towards the southern end of the road many of the properties do not appear to benefit from off-street parking while the more modern developments towards the northern part do appear to benefit from private parking areas.
3. The Cabinet Member will recall that the Council has on two previous occasions, informally consulted residents of Kingston Lane on options to address non-residential parking in their road. The first consultation took place in 2009 and a further consultation was undertaken in 2011 and on both occasions the responses received at the time indicated that residents were happy with the existing parking arrangements. As a result, the introduction of managed parking was not progressed.
4. However, some time has elapsed since the previous consultations and new Parking Management Schemes have been implemented in the wider Yiewsley and West Drayton area following petitions submitted by local residents. This may have resulted in a transfer of parking to Kingston Lane and surrounding roads which are a short walk to many local amenities.
5. In view of the above it is recommended that the Cabinet Member discusses with petitioners in detail their concerns and if considered appropriate, asks officers to add this request to the Council's extensive Parking Scheme Programme for future consultation. Although the petition is only requesting a residents' parking scheme for Kingston Lane it is noted that many of the signatures are from residents of nearby roads including Edison Close, Ruffle Close and Holly Gardens. It is suggested that any investigations could be combined along with any other nearby roads that the local Ward Councillors feel may benefit from parking controls.

Financial Implications

There are no financial implications associated with the recommendations to this report, however if the Council were to consider the introduction of managed parking in the area, 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.

Consultation Carried Out or Required

If the Council subsequently investigates the feasibility to introduce managed parking in the area, 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 that there are no direct financial implications associated with this report.

Legal

There are no special legal implications for the proposal to informally consult residents on parking restrictions. Informally consulting residents 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.

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's recommendations. 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 the time.

Corporate Property and Construction

None at this stage.

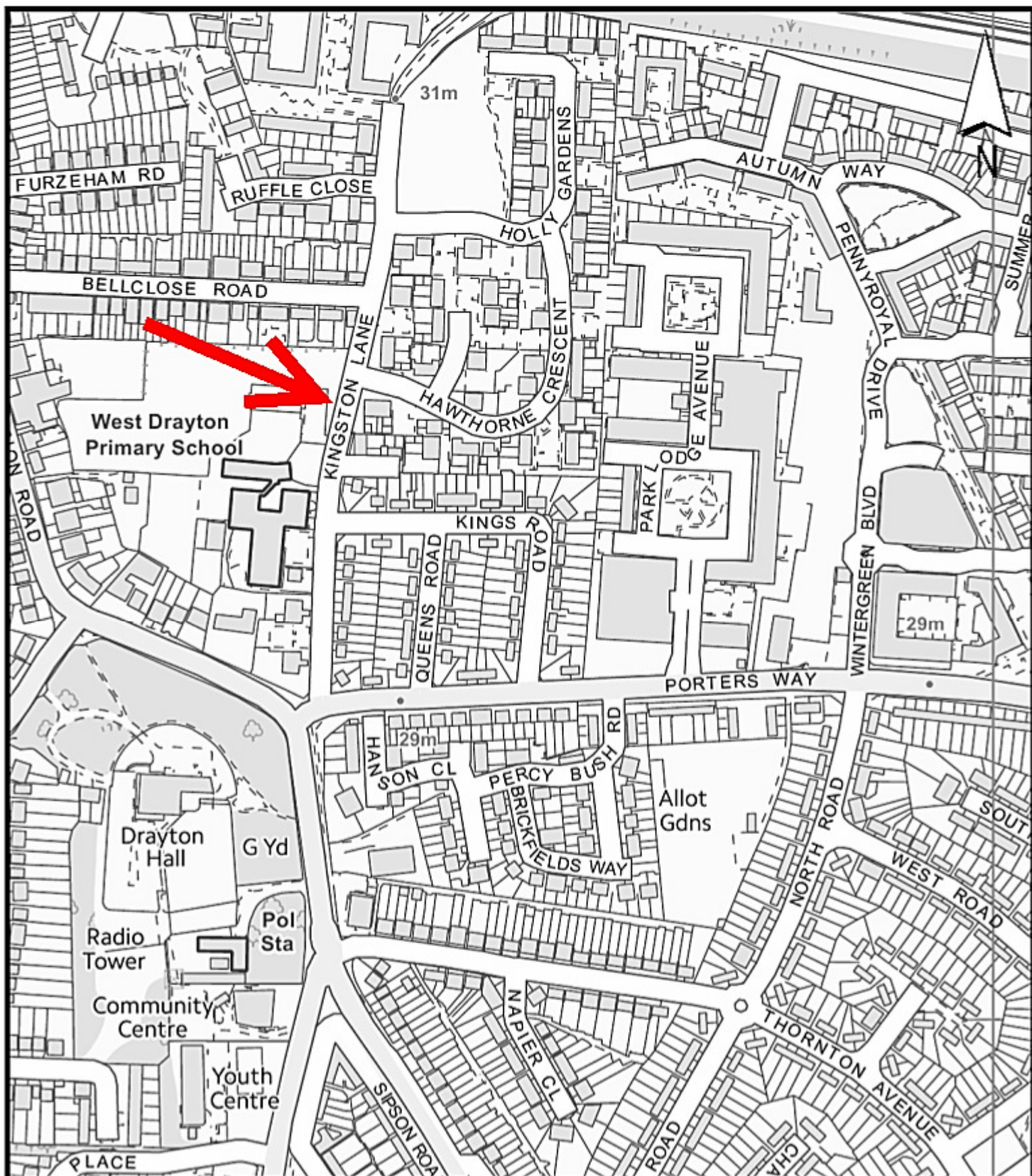
Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received

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Kingston Lane, West Drayton Location plan

Appendix A

January 2020

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PETITION REQUESTING PEDESTRIAN PELICAN CROSSING AT JUNCTION OF RICKMANSWORTH ROAD AND GREEN LANE, NORTHWOOD.

Cabinet Member	Councillor Keith Burrows
Cabinet Portfolio	Cabinet Member for Planning and Transportation
Report Author	Asif Shaikh, Residents Services
Papers with report	Appendix 1: Location Map Rickmansworth and Green Lane junction Appendix 2: Location of collisions within the vicinity of Road junction.

1. HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that three petitions has been submitted asking the Council to provide a Pedestrian Pelican crossing at junction of Rickmansworth Road and Green Lane, Northwood.
Contribution to our plans and strategies	The request of the petitioners will be considered within the context of the Council's transport strategy.
Financial Cost	There are no costs associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents, Education and Environmental Services
Ward(s) affected	Northwood

2. RECOMMENDATIONS

That the Cabinet Member:

1. Meets and discusses with petitioners their request to provide a Pedestrian Pelican crossing at junction of Rickmansworth Road and Green Lane, Northwood;
2. Notes that previously collected pedestrian crossing data at the junction of Rickmansworth Road and Green Lane showed relatively low pedestrian flows;
3. Notes that only one police recorded accident with slight injury was noted in the vicinity of the junction of Rickmansworth Road and Green Lane during the last five years;
4. Further notes that changes to the traffic signals of any crossing in the manner suggested would need the support of Transport for London, the body responsible for all traffic signals across Greater London;

5. Notes that Transport for London would levy an upfront charge of £5,000 for any investigation work; and
6. Subject to the outcome of the above, consider instructing officers to engage with Transport for London on this matter.

3. INFORMATION

Reasons for recommendations

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

Alternative options considered

None at this stage.

Comments of Policy Overview Committee(s)

None at this stage.

Supporting Information

1. London Borough of Hillingdon have received three petitions from three different lead petitioners all asking for provision of Pedestrian Pelican crossing on Rickmansworth Road at the junction of Green Lane. All petitioners are residents, who live in the vicinity of the crossing.

First petition dated 20/06/2017 Reference no 716 had 26 signatures.

Second petition dated 08/01/20 Reference no 893 had 25 signatures.

Third Petition dated 13/02/20 Reference no 898 had 100 signatures.

2. Petitioners are asking the Council to provide a Pedestrian Pelican crossing to cross Rickmansworth Road at the junction of Rickmansworth Road and Green Lane, Northwood.

The first petition is worded as follows:

'We the undersigned petition the London Borough of Hillingdon to help us keep our children safe by installing a pedestrian pelican crossing on Rickmansworth Road, at the junction with Green Lane'.

The second petition is worded as follows:

'Addition of enhanced pedestrian crossing facilities at the junction of Green Lane and Rickmansworth Road'.

The third petition is worded as follows:

'We the undersigned petition Hillingdon Council to install a pelican crossing at Rickmansworth Road/Green Lane'.

3. The site is located in the north of the Borough within Northwood ward. Rickmansworth Road is classified as a trunk road and Green Lane is classified as a distributor road and connects with Northwood High Street at its eastern end. The location of the junction is shown in Appendix A.

4. The petitioners have highlighted that there are several schools and nurseries on the east side of Rickmansworth Road, residents living on the west side of Rickmansworth Road have no dedicated crossing.

5. The nearest zebra crossings to Rickmansworth Road and Green Lane junction are 349 metres away, at Kewferry Road and 469 metres away at Maxwell Road. The petitioners have raised safety concerns due to lack of a dedicated pedestrian crossing on Rickmansworth Road at the junction.

6. The petitioners have described the traffic on Rickmansworth Road as being fast. If the traffic signals are red for traffic on Rickmansworth Road, cars have a green light to turn from Green Lane into Rickmansworth Road. The petitioners are concerned that this places them in a vulnerable situation for their road safety.

7. The Cabinet Member will be aware that a study has already been undertaken in the Northwood Area at his instruction to understand traffic in the area. As part of this work surveys were undertaken to assess traffic speeds and pedestrian movements.

8. As the Cabinet Member may recall, a high level modelling exercise was undertaken for the Rickmansworth Road and Green Lane junction to determine whether a proposal to introduce controlled pedestrian crossings might be feasible.

9. The modelling exercise identified sufficient capacity to introduce an all red pedestrian stage and recommended more detailed analysis. Modelling of the Rickmansworth Road and Green Lane junction showed that there is potential for a pedestrian signal stage to be added without undue impact on capacity, but pedestrian crossing data showed relatively low pedestrian flows.

	AM Peak Period		PM Peak Period	
	Average Hourly Flow	Total Flow	Average Hourly Flow	Total Flow
Westbound	16	31	13	53
Eastbound	30	59	7	27

Table 1: Pedestrian Flows on Rickmansworth Road at junction with Green Lane.

Source: Northwood Area Traffic Study July 2018

10. Table 1 above shows the pedestrian flow on Rickmansworth Road both westbound and eastbound to be relatively low. The highest flow is observed on the eastbound during AM period, with 46 pedestrians per hour crossing in both directions compared with 20 pedestrians per hour during PM period crossing in both directions. Table 1 shows total flow as 90 pedestrians during AM peak and 80 pedestrian during PM peak crossing in both directions on Rickmansworth Road at Green Lane junction.

Direction	Total Vehicles Volume	Mean Speed	85% Speed	Vehicles Exceeding PSL	% Vehicles exceeding PSL
Northbound	8,031	24.5	31.7	1,960	24.4
Southbound	10,789	27.1	31.7	2,733	25.3
Two way	18,820	25.8	31.7	4,694	24.9

Table 2: Site 1 Speed and Volume Data on North of Rickmansworth Road and Junction of Kewferry Road.
Source: Northwood Area Traffic Study July 2018

Direction	Total Vehicles Volume	Mean Speed	85% Speed	Vehicles Exceeding PSL	% Vehicles exceeding PSL
Northbound	7,949	27.9	34.1	3,145	39.6
Southbound	7,877	30.2	35.6	4,145	52.6
Two way	15,823	29.1	34.9	7,290	46.1

Table 3: Site 2 Speed and Volume Data on South of Rickmansworth Road and Junction of Maxwell Road.
Source: Northwood Area Traffic Study July 2018

11. Table 2 and Table 3 above shows daily vehicle flow on Rickmansworth Road between the junction of Kewferry Road and Maxwell Road. The highest two-way flow of vehicles was at site 2 at the junction of Kewferry Road on Rickmansworth Road with an average daily flow of 18,820 vehicles. The two-way flow drops to 15,823 vehicles per day at site 2 junction of Maxwell Road and Rickmansworth Road.

12. The petitioners have described the traffic on Rickmansworth Road as being very fast. The posted speed limit on Rickmansworth Road is 30mph. The two way average 85th% speed was recorded as 31.7mph for site 1 and 34.9 mph for site 2, both of which are above the posted speed limit.

13. To address petitioners' concern with the road safety situation, officers have reviewed the Police reported road traffic accident data collated by Transport for London. These records revealed one slight injury at the junction of Rickmansworth Road and Green lane during the period 2014-2019, indicating that there appears to have been a consistently record of road safety at the site. The location of accident is shown on Appendix B.

14. The evidence collected so far does not support a case for a Pelican Pedestrian crossing as the data shows relatively low pedestrian flow and a good road safety record.

15. It needs further to be borne in mind that London Borough of Hillingdon does not have any direct control over traffic signals. Transport for London is the body responsible for the design, installation and maintenance of all traffic signals in Greater London. Transport for London is seeking to reduce rather than increase the number of traffic signals, and their support would certainly be crucial should it be felt that Pedestrian Pelican crossing should be introduced.

16. Further recommendation would be to consider the following options:

- Review the traffic signal timing.
- Engage with Transport for London.
- Do Nothing.

17. It is appreciated that petitioners may have fresh and compelling evidence that the Cabinet Member would wish to hear to help him form an opinion on whether or not further action is warranted. On this basis, it is recommended that the Cabinet Member meets with the petitioners, giving them the opportunity to state their case to him, thereby enabling him to make a decision on how best to proceed.

18. Subject to the Councillor Member's decision, officers could approach Transport for London again, although it should so be borne in mind that Transport for London currently levy an upfront charge of £5,000 for any more detailed investigation on their part. This charge is however included within the overall cost of any scheme which arises from the investigation.

Financial Implications

There are no direct financial implications associated with the recommendations to this report. If investigation works and further works arising from the investigation are subsequently required, suitable funding will to be identified within the Transport for London Grant Local Implementation Plan.

2. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

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

Consultation Carried Out or Required

No statutory consultation was required or carried out.

3. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and notes that there are no direct financial implications associated with the recommendations outlined above. Any subsequent investigation works will be fully funded by TfL.

Legal

There are no special legal implications for the proposal to discuss with petitioners their request for a Pelican Crossing as set out in the report, 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.

In considering the residents' response, decision makers must ensure there is full consideration of all representations arising including those that do not accord with the officer recommendation. The decision maker must be satisfied that response 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.

4. BACKGROUND PAPERS

Petition.

APPENDIX A: LOCATION MAP OF RICKMANSWORTH ROAD AND JUNCTION OF GREEN LANE.

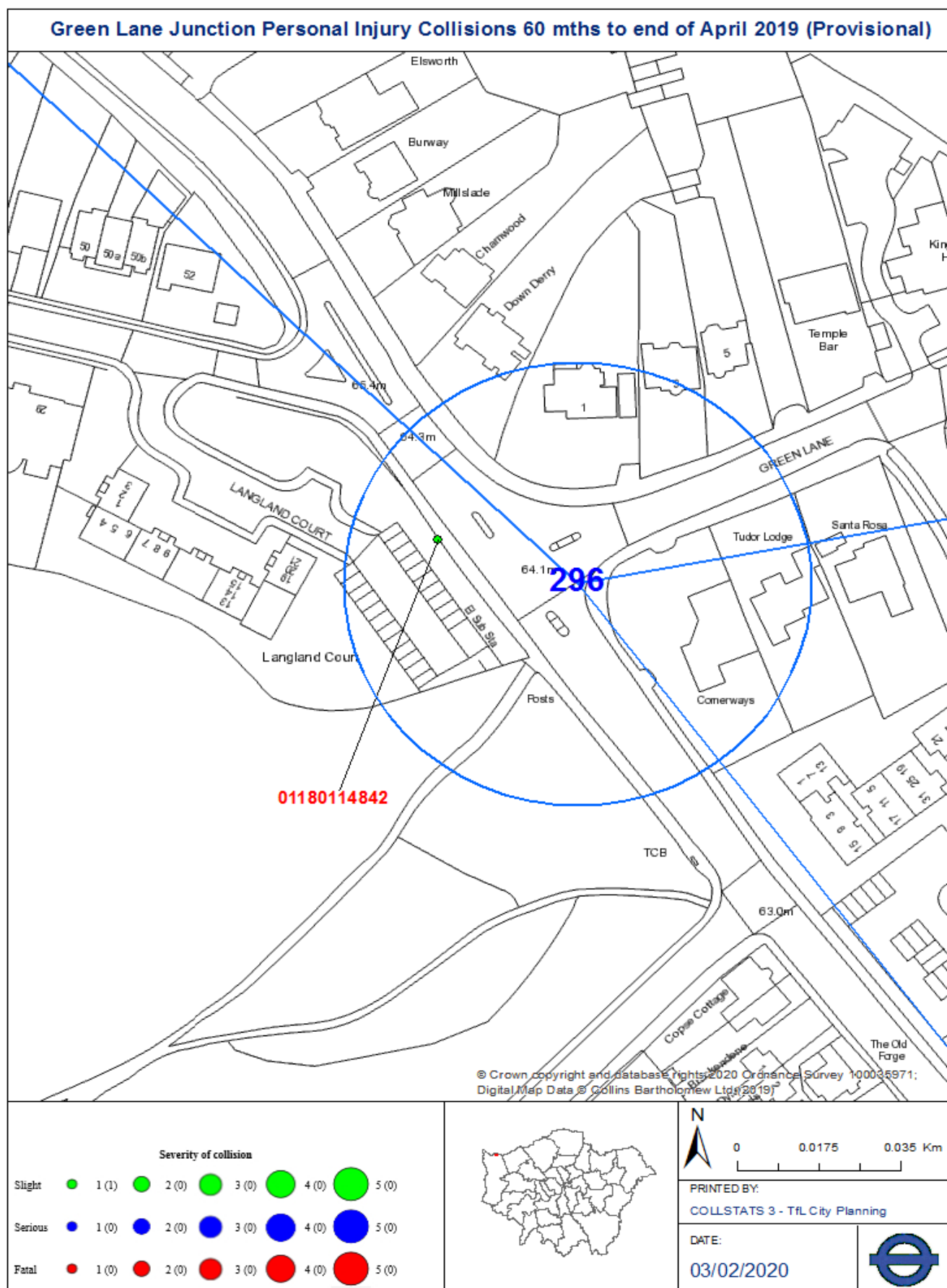
Hillingdon Browser



Map Notes

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APPENDIX B: LOCATION OF ACCIDENT WITHIN THE VICINITY OF JUNCTION.



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