



HILLINGDON  
LONDON



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

**Date:** WEDNESDAY, 23 MARCH  
2011

**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  
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.

**This agenda and associated  
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request. Please contact us for  
further information.**

**Published:** Tuesday, 15 March 2011

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INVESTOR IN PEOPLE

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# Agenda

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

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

	<b>Start Time</b>	<b>Title of Report</b>	<b>Ward</b>	<b>Page</b>
<b>3</b>	7pm	Ryefield Avenue, Hillingdon - Petition Requesting the Removal of Granite Block Safety Hazards	Hillingdon East	1 - 8
<b>4</b>	7.30pm	Ickenham Road, Ruislip - Petition Requesting Pay-And-Display Parking Bays	West Ruislip	9 - 14
<b>5</b>	8pm	North Road, West Drayton - Petition Requesting A Resident Permit Parking Scheme	West Drayton	15 - 20
<b>6</b>	8pm	Longford Gardens, Hayes - Petition Requesting 'Keep Clear' Road Markings	Yeading	21 - 26

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## **RYEFIELD AVENUE, HILLINGDON, - PETITION REQUESTING THE REMOVAL OF GRANITE BLOCK SAFETY HAZARDS**

<b>Cabinet Member</b>	Councillor Keith Burrows
<b>Cabinet Portfolio</b>	Planning, Transportation and Recycling
<b>Officer Contact</b>	Caroline Haywood, Planning, Environment, Education and Community Services
<b>Papers with report</b>	Appendix A

### **HEADLINE INFORMATION**

<b>Purpose of report</b>	To inform the Cabinet Member that a petition has been received from residents of various roads within the estate requesting the removal of granite block safety hazard.
<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 none associated with this report.
<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services
<b>Ward(s) affected</b>	Hillingdon East

### **RECOMMENDATION**

**That the Cabinet Member:**

- 1. Considers the petitioners' request and discusses with them in detail their concerns in regards the traffic calming measures;**
- 2. Notes the levels of support for the proposals at the time of the original public consultation prior to the scheme being built, and of the level of support for the more recent measures in Windsor Avenue near Oak Farm School;**
- 3. Notes the reduction of accident levels and traffic speeds since the scheme was introduced;**
- 4. Subject to the concerns raised by petitioners, asks officers to conduct further review of the traffic calming measures under the Road Safety Programme; and**
- 5. Asks officers to thoroughly review the construction and condition of the over-runnable areas in Ryefield Avenue and to report back to the Cabinet Member and Ward Councillors**

## **INFORMATION**

### **Reasons for recommendation**

To allow the Cabinet Member to discuss in detail matter's raised above with petitioners.

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

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

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

None at this stage.

### **Supporting Information**

1. The Council has received a petition containing 30 signatures from three residents of Ryefield Avenue and from residents of 13 other roads within the estate. The petition was also signed by the Chair of Oak Farm Residents Association.
2. The petitioners state that they *'request the complete removal of the granite block safety hazards from the full length of Ryefield Avenue.'*
3. Ryefield Avenue is within Hillingdon East Ward and is mainly residential with a small parade of shops and school at one end of the road. The carriageway in Ryefield Avenue is 7 metres wide and the footway is 1.7 metres wide, with vehicles allowed to park on the footway with four wheels up. Ryefield Avenue connects the majority of roads within the estate with Long Lane; a plan of the area is shown on Appendix A.
4. In July 2007, a 20 mph scheme was fully installed following detailed consultation with residents and Ward Councillors, and analysis of a prevailing accident problem at some of the junctions. The scheme included a new roundabout at the junction of Windsor Avenue and Ryefield Avenue, kerb build out at the junction of Berkeley Road with Ryefield Avenue, a new pedestrian refuge close to Leybourne Road, various road markings and granite set over-runnable areas along the length of Ryefield Avenue.
5. The design of the scheme took account of the fact that, for much of Ryefield Avenue, 'four wheels up' parking is permitted, which tends to limit the options for traffic calming measures. More substantial chicanes, for example, would have necessitated significant loss of parking for residents, many of whom do not have off-street parking. The selection of over-runnable areas was based on previous design experience and practice in Hillingdon and elsewhere, and such schemes have been found to reduce traffic speeds in many cases.
6. The design was developed in conjunction with a number of senior members of the Oak Farm Residents' Association, including the present Chair, as well as the Ward Councillors of the time; a number of review meetings were held at the Civic Centre and a public consultation was undertaken – which included an exhibition at the Oak Farm library (with officers on hand to answer queries).

7. The results of that consultation which were reported to the Cabinet Member in July 2006, showed that 69% of respondents were in favour of the scheme. As a consequence, the Cabinet Member authorised officers to construct the scheme, with funding in full provided by Transport for London.

8. In the letter attached to the current petition, the petitioners have stated the reasons they feel that the over-runnable areas should be removed are as follows:

- a. *'They cause major hazards to drivers when a vehicle is parked opposite them. Ryefield Avenue is not then wide enough for two vehicles travelling in opposite directions to safely pass one another. This results in drivers having to take part in a "game of chicken" to see who will give way. The only other solution being to ride up on these 6 inch high traps, possibly damaging vehicle suspensions;*
- b. *'These granite block safety hazards need numerous repairs at great and ongoing costs to us Council tax payers, while serving no useful purpose;*
- c. *'When covered in several inches of snow they become invisible to road user. They are then extremely dangerous, especially to cyclists and motorcyclists, who if they are unaware of these and hit them can be thrown across Ryefield Avenue'; and*
- d. *'Some of these granite block safety hazards also cause poor drainage, which at times of icy weather can lead to dangerous road surfaces'.*

9. In response to each of these comments, officers make the following observations:

10. (a) The design of the chicanes is deliberately intended to slow traffic; this design has been used in many other sites throughout the United Kingdom and has generally found to have been effective in reducing speeds. The slopes of the over-runnable areas are moderate and well within national design guidelines, and there is no reason to believe that any suspension damage would be caused to any vehicle proceeding at a sensible speed.

11. (b) It is acknowledged that some damage has occurred to the edges of one (of the total of eight) over-runnable areas – specifically at the one outside No 113 Ryefield Avenue - and this has necessitated repair work, the cost of which (as of January 2011) amounted to £250. In some cases, temporary repairs have been undertaken which whilst unsightly are suitable to ensure the site has been made safe.

12. Officers from the Council's Streetscene Maintenance section have reviewed the condition of the over-runnable areas throughout the scheme and have actioned appropriate permanent repairs. In light of the concerns raised by the petitioners, the Cabinet Member may be minded to ask officers to undertake more detailed investigations of the structure and state of these features with a view to minimising further ongoing maintenance obligations.

13. (c) All drivers should proceed with extreme caution when the roads are covered 'in several inches of snow' as in such conditions, any feature such as kerbs, manhole covers, gullies, carriageway markings and road markings are similarly invisible. This is a view that is shared with the Metropolitan Police, whose views have been sought on the scheme. The police observed that cyclists and motorcyclists should in any case proceed with extreme caution in conditions of heavy snow or ice.

14. (d) The drainage arrangements have been reviewed and there has been no reports to the Council of flooding. There has been no problem observed relating to the existing drainage arrangement.

## **Accident Data**

15. Prior to the scheme being implemented, the accident data showed that there had been 9 accidents in Ryefield Avenue. Four accidents at the key junction of Ryefield Avenue & Windsor Avenue in the preceding 36 months (up to August 2006). Since the scheme has been installed, the accident data has been reviewed and the results show there have been 6 accidents in Ryefield Avenue with one accident at the same location in the equivalent period (i.e., 36 months to September 2010).

16. Two of the more recent accidents in Ryefield Avenue as a whole have involved children stepping out into the road, one involved a vehicle not giving way on the roundabout, one was a cyclist being hit while on the roundabout, one vehicle was hit whilst turning right out of a side road and one vehicle was hit from behind whilst stationary. None of these accidents can be attributed to the over-runnable areas.

## **Speed Surveys**

17. A speed survey in August 2006 prior to the introduction of the scheme showed that the average 85<sup>th</sup> percentile speeds over 14 days was 34mph northbound and 35mph southbound. The Cabinet Member will be aware that the 85<sup>th</sup> percentile speed is the speed at or below which 85% of traffic is found to travel, and is the standard statistical tool used by traffic engineers to assess speed trends overall.

18. The Council is committed to reviewing the speeds of vehicles after schemes are installed. A previous speed survey in August 2008 showed that some vehicles were exceeding the speed limit, but the majority were travelling under 20mph. The 85% speed north bound was 28mph and south bound was 27mph, this is a reduction of 18 and 23 percent respectively.

19. It is suggested therefore that the Cabinet Member discusses with the petitioners their specific road safety concerns and establish the basis of any further actions to see if suitable improvements can be identified. Officers have already investigated, for example, further suggestions from the lead petitioner for enhanced waiting restrictions near the junction of Ryefield Avenue and Victoria Avenue to address safety problems associated with commuter parking there, and it is hoped that further positive dialogue of this nature can benefit local residents in the area.

## **Financial Implications**

There are none associated with the recommendations to this report, as feasibility studies can be undertaken with in house resources. However, if the Cabinet Member subsequently considers the introduction of any additional measures suitable funding will need to be identified.



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

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

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

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

Ward Councillors have been consulted and two have responded. Both have indicated support in principle for the petition as they feel the scheme in its present form could be improved.

## **CORPORATE IMPLICATIONS**

### **Corporate Finance**

N/A.

### **Legal**

At this stage, there no are no special legal implications arising from the recommendations contained in this report.

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 discussions with the 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 are conscientiously taken into account.

In all cases, the decision maker should bear in mind Section 122 of the Road Traffic Regulation Act 1984 which means that the Council as traffic authority has a statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic.

### **Corporate Landlord**

N/A.

### **Relevant Service Groups**

N/A.

## **BACKGROUND PAPERS**

- Accstats – Accident database

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## Area plan

Date Feb 2011

Scale 1,5000

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## ICKENHAM ROAD, RUISLIP – PETITION REQUESTING PAY-AND-DISPLAY PARKING BAYS

<b>Cabinet Member</b>	Councillor Keith Burrows
<b>Cabinet Portfolio</b>	Planning, Transportation and Recycling
<b>Officer Contact</b>	Kevin Urquhart, Planning, Environment, Education and Community Services
<b>Papers with report</b>	Appendix A

### HEADLINE INFORMATION

<b>Purpose of report</b>	To advise the Cabinet Member that businesses along Ickenham Road close to the junction of High Street, Ruislip have submitted a petition asking the Council to install pay-and-display parking bays along one side of the road.
<b>Contribution to our plans and strategies</b>	The request can be considered as part of the Council's strategy for the control of on-street parking.
<b>Financial Cost</b>	There are none associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services
<b>Ward(s) affected</b>	West Ruislip

### RECOMMENDATION

That the Cabinet Member:

1. Meets with petitioners and discusses their request for pay-and-display parking outside the shopping parade on Ickenham Road close to the junction of High Street, Ruislip; and
2. Approves the addition of a "Stop & Shop" parking scheme for this part of Ickenham Road to the Council's parking programme as soon as resources permit.

### INFORMATION

#### Reasons for recommendation

The request from shopkeepers is acknowledged and further investigation will establish if additional parking is feasible.

## Alternative options considered

These will be discussed with petitioners.

## Comments of Policy Overview Committee(s)

None at this stage.

## Supporting Information

1. A petition with 35 signatures has been submitted to the Council with the following request:

*"We are writing on behalf of the shop owners situated at the start of Ickenham Road following on from the High Street.*

*Due to the increase of the traffic wardens on motorbikes, who don't allow the public 5 minutes grace before issuing tickets, our business in this small parade has been massively affected, and as a result, we are losing customers continually.*

*We would like you to consider putting Pay & Display parking on one side of the road, even a shorter time limit than what is on place on the High Street will help reduce the ongoing parking problem."*

2. This parade of shops is situated on Ickenham Road close to the junction of High Street, Ruislip and is part of the Ruislip town centre 'Stop & Shop' parking scheme. [Attached as Appendix A is plan indicating the current layout of the parking restrictions along Ickenham Road]. Along the north-western side of the road is a Monday to Saturday 8am to 6:30pm waiting restriction and on the south-eastern side of the road disabled, loading and business permit parking bays. The nearest pay-and-display parking spaces are on High Street, Ruislip.

3. It would appear from this petition that businesses in Ickenham Road are concerned with the existing parking situation and would like the pay-and-display parking extended to outside their shops. However, it is not clear if they would like pay-and-display parking in addition to, or in place of the existing parking provision. This may become clearer from discussions with petitioners.

4. The Cabinet Member will be aware there is a large programme for the introduction of parking schemes, both residents permit and "Stop & Shop" parking schemes over the next two years. Commitments have already been made to consider "Stop & Shop" schemes in parts of the Borough but it is suggested this request be added to the overall list and progressed as quickly as possible.

5. Parking Services have looked into the allegation that Civil Enforcement Officers do not allow customers to the shops 5 minutes grace before issuing a Penalty Charge Notice and have not been able to find any examples where the incorrect grace period has been used. However, in some instances, the Civil Enforcement Officers have the ability to issue an instant Penalty Charge Notice for contraventions such as parking on a zebra crossing or parking within a disabled bay without displaying a valid blue badge. If the petitioners can provide any further specific information in relation to this issue, then Parking Services will review this matter further



## **Financial Implications**

There are none associated with the recommendations to this report. However, if the Council subsequently approve pay-and-display parking bays along this section of the Ickenham Road, the estimated cost to install signs, lines and a ticket machine would be approximately £5,000 which would require an allocation from the Parking Revenue Account. Subject to Cabinet Member agreement, this could be vired from an under spend from another Parking Revenue Account funded scheme.

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

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

To add the request to the Council's list for parking schemes.

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

None at this stage. However, if the Council was to propose modifying current the parking arrangements outside the shopping parade, it would be subject to a statutory consultation process.

## **CORPORATE IMPLICATIONS**

### **Corporate Landlord**

The report has no significant property implications and the Corporate Landlord has no comments.

### **Legal**

There are no special legal implications for the proposal, 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.

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 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.

If, following the informal discussion with the petitioners, waiting restrictions are recommended, the Council's powers to make orders imposing waiting restrictions are set out in Part 1 of the Road Traffic Regulation Act 1984. The Council's powers relating to pay and display parking are contained in Part IV of the Road Traffic Regulation Act 1984. The Traffic Signs Regulations and General Directions 2002 govern road traffic signs and road markings and there are no special circumstances drawn to our attention that would prevent the scheme proceeding provided that the appropriate statutory procedures are followed. The consultation and order making statutory

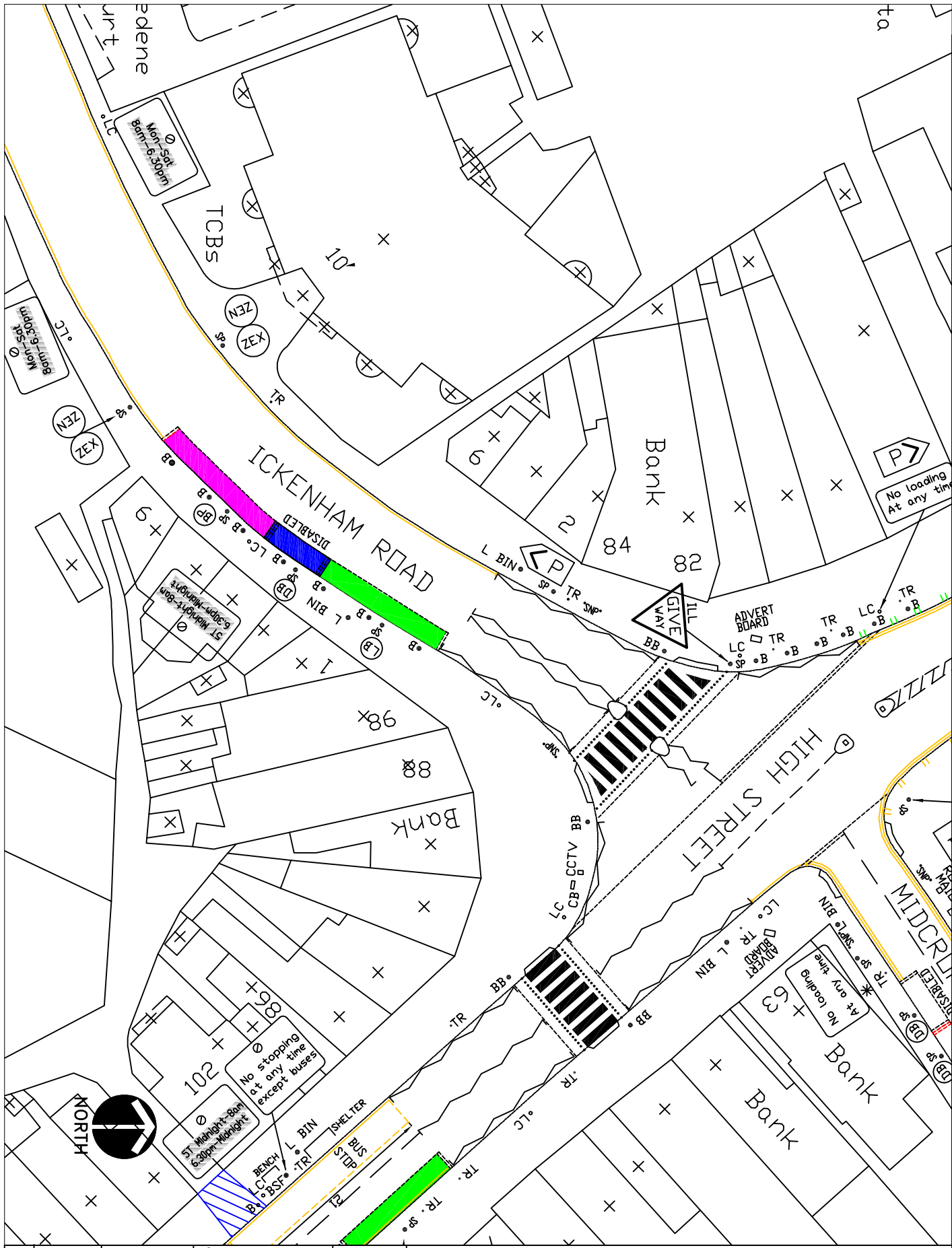
procedures to be followed in this case are set out in The Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996 (SI 1996/2489).

## **BACKGROUND PAPERS**

None.



# Appendix A



KEY	
	MON-SAT 8AM-6:30PM
	CROSSOVER
	BUSINESS PERMIT HOLDER SIGN
	DISABLED PARKING BAY SIGN
	LOADING ONLY BAY SIGN
	DISABLED BAY
	BUSINESS PERMIT HOLDER ONLY BAY/PLACE
	LOADING BAY

PARKING BAYS ARE 2m WIDE UNLESS NOTED

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**HILLINGDON**  
LONDON

IMPROVEMENT PROJECTS  
PLANNING, ENVIRONMENT AND COMMUNITY SERVICES DIRECTORATE  
Civic Centre, 4th Floor, 27, 29 & 31, The Quadrant, Hillingdon, Uxbridge, Middlesex, UB8 3PH  
Tel: 01895 272900 / 01895 290573

Project:  
**Ickenham Road, Ruislip**

Description:  
**Current Layout**

Scale:  
**NTS**

**NORTH**

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## NORTH ROAD, WEST DRAYTON – PETITION REQUESTING A RESIDENT PERMIT PARKING SCHEME

<b>Cabinet Member</b>	Councillor Keith Burrows
<b>Cabinet Portfolio</b>	Planning, Transportation and Recycling
<b>Officer Contact</b>	Danielle Watson, Planning, Environment, Education and Community Services
<b>Papers with report</b>	Appendix A – Location Plan

### HEADLINE INFORMATION

<b>Purpose of report</b>	To inform the Cabinet Member that a petition has been received from residents of North Road, West Drayton asking to join other roads in the West Drayton/Yiewsley Parking Management Scheme 'Zone WD2'.
<b>Contribution to our plans and strategies</b>	The residents' request will be considered as part of the Council's strategy for on-street parking.
<b>Financial Cost</b>	There are none associated with the recommendation to this report.
<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services.
<b>Ward affected</b>	West Drayton

### RECOMMENDATION

That the Cabinet Member:

1. Meets and discusses with petitioners their concerns with parking in North Road.
2. Subject to the outcome of 1 above, asks officers to include North Road in the subsequent review of the West Drayton/Yiewsley Parking Management Scheme.

### INFORMATION

#### Reasons for recommendation

To allow the Cabinet Member to discuss with petitioners their concerns and, if appropriate, to include North Road in the subsequent review of the West Drayton/Yiewsley Parking Management Scheme.

## **Alternative options considered**

None at this stage as petitioners have made a request to be included within the West Drayton/Yiewsley Parking Management Scheme Zone WD2.

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

None at this stage.

## **Supporting Information**

1. A petition with 25 signatures has been received from residents in North Road, West Drayton requesting to join the West Drayton/Yiewsley Parking Management Scheme Zone WD2. This represents 13 households of the 41 located on North Road between Porters Way and Thornton Avenue and one household living between Thornton Avenue and Bell Avenue. The location of North Road is indicated in Appendix A attached.
2. The Cabinet Member will recall an informal consultation took place in February 2009 in the roads surrounding West Drayton and Yiewsley Town Centres to determine if there is support for area wide parking controls. North Road, between Porters Way and Thornton Avenue, was included in this consultation but those who responded overwhelmingly rejected joining the scheme. Consequently, based on residents' views at the time, it was recommended that no further action would be taken to introduce a parking scheme in North Road.
3. As the Cabinet Member will be aware, it has often become apparent where parking schemes have been introduced that adjoining roads that perhaps do not suffer unduly from non-residential parking decide not to be included. However following the inclusion of nearby roads, residents experience parking transfer and approach the Council to be part of the scheme. In view of this petition it is recommended that the Cabinet Member discusses with petitioners their concerns and if it is considered appropriate to include North Road within a future review of the West Drayton/Yiewsley Parking Management Scheme Zone WD2. The Councils' usual practise is to review schemes within 12 months following installation and it is programmed to carry this out for West Drayton/Yiewsley in September 2011. However, the Council is mindful of residents' concerns and this may be advanced if resources permit.

## **Financial implications**

There are none associated with the recommendations in this report. However if subsequently the Council were to consider the introduction of a Parking Management Scheme in North Road as requested, an allocation would be required from a surplus of the Parking Revenue Account to fund the consultation and subsequent implementation.

## **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 discuss possible options to address these concerns.

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

Informal consultation has been carried out in North Road between its junction with Porters Way and Thornton Avenue. Residents were asked if they wanted to be part of a Residents Permit Parking Scheme. Based on the responses received North Road was not included in a subsequent statutory consultation for the West Drayton/Yiewsley area.

## **CORPORATE IMPLICATIONS**

### **Legal**

Where residents of a particular street have rejected, at informal consultation, inclusion in a proposed parking restriction scheme that has subsequently been implemented in surrounding streets it remains perfectly legitimate for those residents to subsequently request inclusion due to the effect of the implemented scheme.

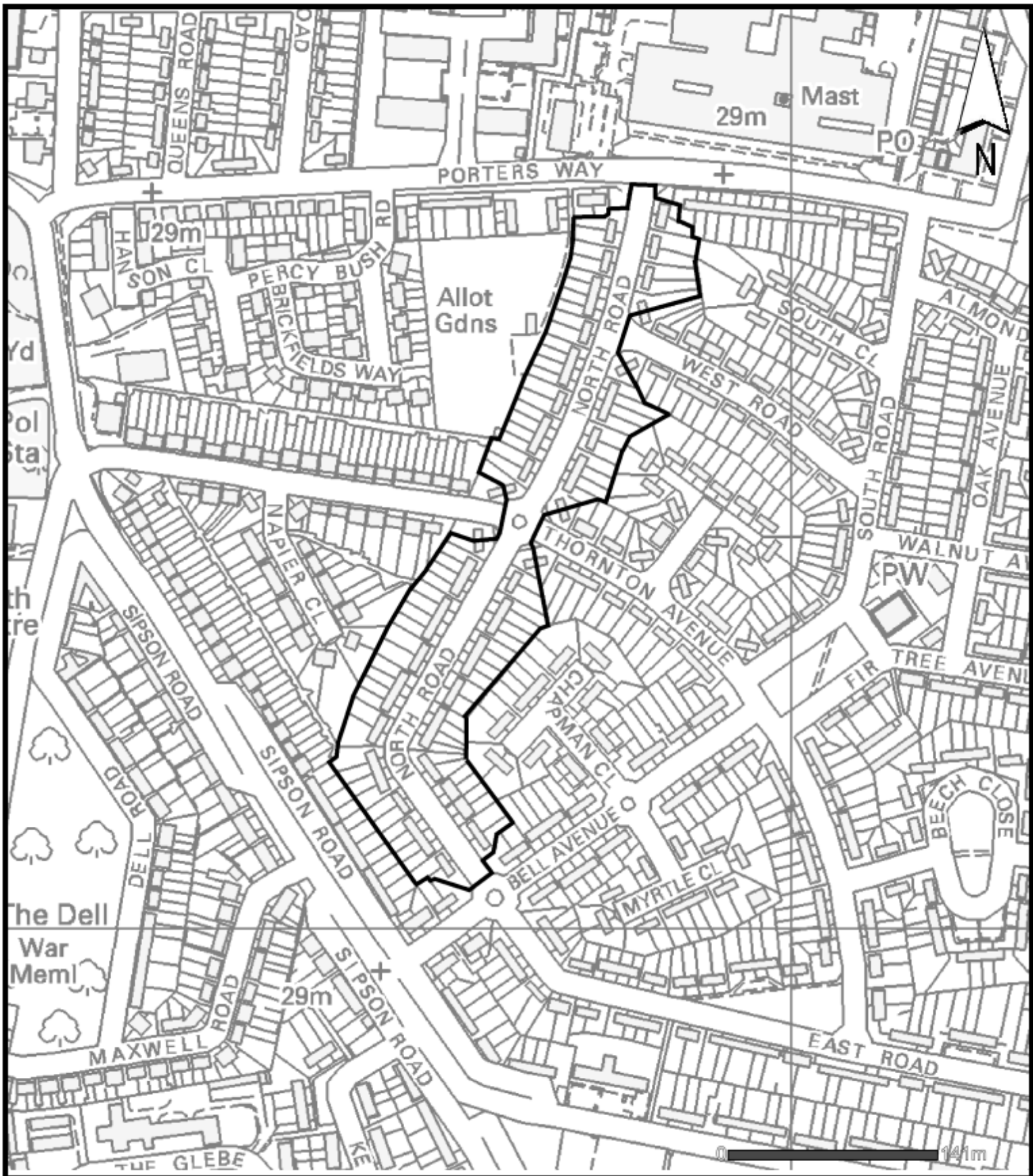
Therefore, a meeting with the petitioners is appropriate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage.

Fairness and natural justice requires that there must be no predetermination of a decision in advance of any wider non-statutory or statutory consultation.

## **BACKGROUND PAPERS**

None.

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## North Road, West Drayton

## Appendix A

Date November 2010

Scale 1:3,500



Extent of North Road

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## LONGFORD GARDENS, HAYES – PETITION REQUESTING ‘KEEP CLEAR’ ROAD MARKINGS

<b>Cabinet Member</b>	Councillor Keith Burrows
<b>Cabinet Portfolio</b>	Planning, Transportation and Recycling
<b>Report Author</b>	Hayley Thomas, Planning, Environment, Education and Community Services
<b>Papers with report</b>	Appendix A

### HEADLINE INFORMATION

<b>Purpose of report</b>	To inform the Cabinet Member that a petition has been submitted from residents requesting ‘Keep Clear’ markings on Uxbridge Road at its junction with Longford Gardens, Hayes.
<b>Contribution to our plans and strategies</b>	The request can be considered as part of the Council’s strategy for road safety.
<b>Financial Cost</b>	There is none associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents’ and Environmental Services
<b>Ward(s) affected</b>	Yeading

### RECOMMENDATION

That the Cabinet Member:

1. Meets and discusses with the petitioners their concerns in detail and explores potential options to address the issues that would be acceptable to local residents.
2. Subject to above, asks officers to investigate the feasibility to introduce “Keep Clear” road markings or a yellow box junction marking at the junction of Uxbridge Road and Longford Gardens under the Road Safety Programme.

### INFORMATION

#### Reasons for recommendation

A feasibility study will establish if a yellow box junction or “Keep Clear” road markings can be installed as requested to improve vehicles egress from Longford Gardens to Uxbridge Road.

## **Alternative options considered**

None as the petitioners have made specific requests. However, further options may arise during presentation of the petition.

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

None at this stage,

## **Supporting Information**

1. The Council has received a petition containing 43 signatures from residents requesting a 'Keep Clear' marking or a yellow box junction be installed at the junction of Longford Gardens and Uxbridge Road. The petitioners indicate that vehicles find it extremely difficult to exit Longford Gardens onto Uxbridge Road due to congestion and vehicle speeds.
2. The location of Longford Gardens and Uxbridge Road is indicated on Appendix A. Uxbridge Road is one of Hillingdon's main distributor roads that links Southall to Hayes and Uxbridge. Uxbridge Road has an existing bus lane near this location, which operates 7-10am and 4-7pm and two further vehicle lanes. Longford Gardens is a small cul-de-sac with 32 residential properties off of the Uxbridge Road. The road also provides access to Longford Close, which is a private road.
3. There are two Police recorded accidents which have occurred on Uxbridge Road at its junction with Longford Gardens in the three years to August 2010. The first of these was described as a shunt type accident and the second involved a cyclist swerving away from a reversing vehicle and colliding with a parked vehicle.
4. The Council has not previously received any requests from residents for 'Keep Clear' markings of yellow box junction markings at this junction on the Uxbridge Road. It is therefore suggested that the Cabinet Member discusses with the petitioners their specific concerns with road safety and determine with them acceptable options that officers could investigate in detail as part of the Road Safety Programme. Whatever measures can be developed would require the support of local residents who would be most affected.

## **Financial Implications**

There are none associated with recommendations in this report. However, if the Cabinet Member approves the inclusion of the request in the Council's Road Safety Programme, a subsequent bid would be required. At this stage, the estimated cost for these measures is unknown and will only be determined following investigation and consultation with residents.

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

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

To fully investigate the issues raised by the petitioners and the feasibility of the suggestions put forward.

## **Consultation Carried Out or Required**

Following the investigations, residents can be consulted for their views on the possible options to address their concerns

## **CORPORATE IMPLICATIONS**

### **Legal**

There are no special legal implications for the proposal, which amounts to 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 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.

### **Corporate Landlord**

The report has no property implications and the Corporate Landlord has no comments.

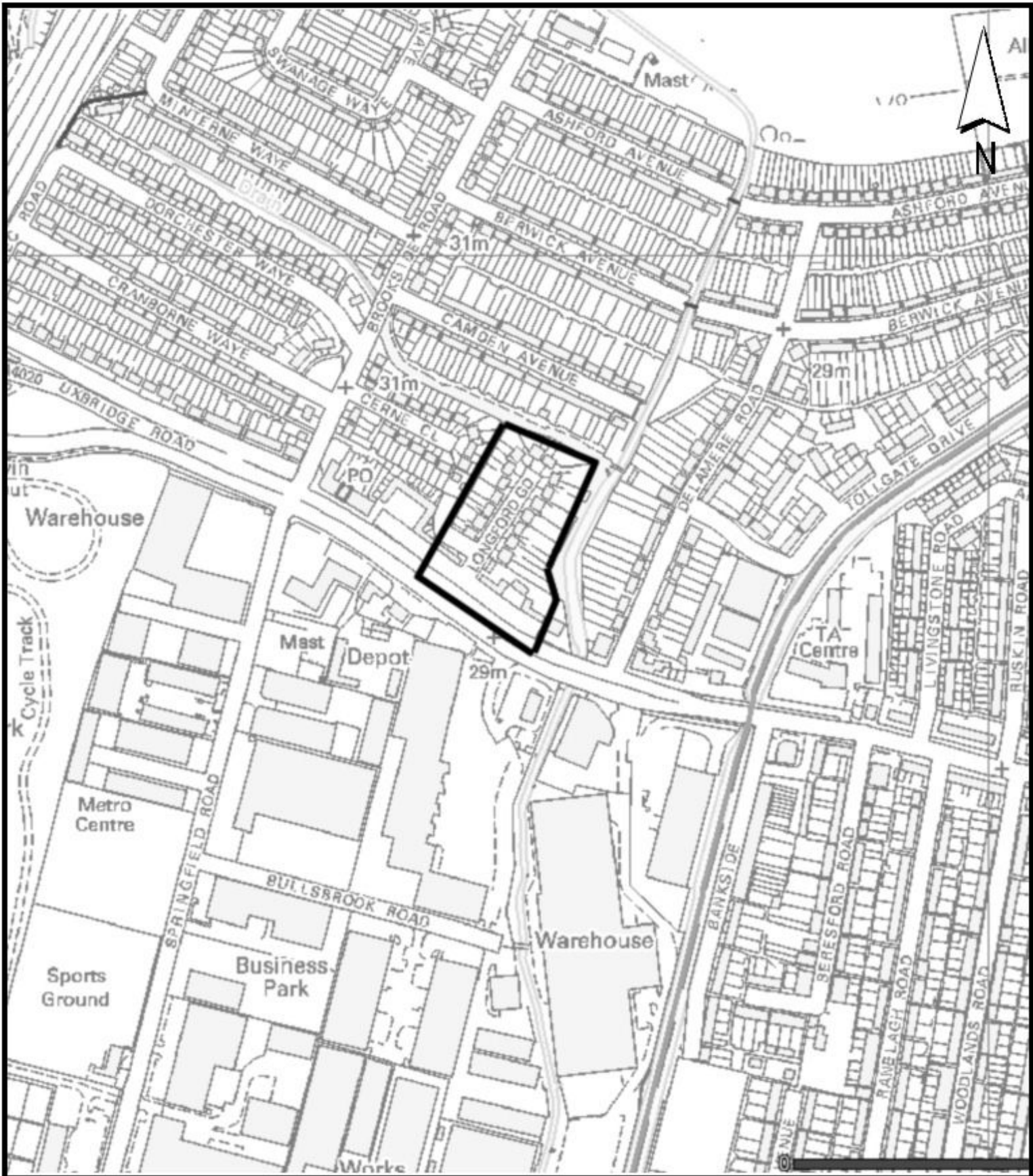
### **Relevant Service Groups**

N/A.

## **BACKGROUND PAPERS**

None.

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# Longford Gardens, Hayes

# Appendix A

Date: January 2011

Scale 1:3,000

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