

PETITION REQUESTING ONE WAY OR NO ENTRY RESTRICTION TO PREVENT TRAFFIC CUTTING THROUGH LYMINGTON DRIVE AND LYSANDER ROAD, RUSILIP

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation & Recycling
Officer Contact(s)	Kevin Urquhart, Residents Services
Papers with report	Appendix A

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that a petition has been received requesting a restriction on traffic from entering Lymington Drive and Lysander Road and travelling in a westerly direction towards Ickenham Road.
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	None associated with this report.
Relevant Policy Overview Committee	Residents' & Environmental Services.
Ward(s) affected	West Ruislip

2. RECOMMENDATION

That the Cabinet Member:

1. Meets and discusses with petitioners their concerns with traffic using Lymington Drive and Lysander Road as a cut through to Ickenham Road.
2. Notes that a part-time one-way street or no-entry restriction in these roads is not permissible in traffic law.
3. Subject to the concerns raised by petitioners, instructs officers to investigate the petitioners' concerns in greater detail as part of the Council's Road Safety Programme and to conduct a comprehensive 24-hour seven day traffic speed and volume survey.

Reasons for recommendation

Petitioners are concerned with the volume of vehicles using their roads as a cut through. The recommendations of this report will enable officers to investigate the extent of the problem by conducting speed and volume surveys. The results of the surveys will be reported back to local Ward Councillors and the Cabinet Member for further consideration and possible options.

Alternative options considered / risk management

Forms part of the recommendation of this report.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 68 signatures has been submitted to the Council with the following desired outcome:

'For the flow of traffic westwards along Lymington Drive or Northwards along Lysander Road to be restricted either permanently or between 0600 and 0900 Hours. By means of either a section of one-way road or making it a no-through road (access only), to enable the residents of this predominantly MOD owned area to travel to work in safety.'

The petition has been signed by predominantly by residents of the Lysander Road and adjoining roads as follows:

TOTAL	Lysander Road	Blenheim Crescent	Lymington Drive	Barnwood Close	Beaufort Road	West End Road	Gibson Rd	Bembridge Gardens
68	12	32	12	7	2	1	1	1

2. Lysander Road and Lymington Drive form part of a residential estate situated to the east of Ickenham Road and south of Wood Lane. As there is a route through this estate between these two roads, it forms an attractive short-cut to negate the wait experienced during the morning rush hour at the 'White Bear Roundabout' where Ickenham Road and Wood Lane meet.

3. A plan of the area is shown on Appendix A of this report which also shows the primary route through the estate that petitioners contend is being used as a cut through.

4. The Cabinet Member will be familiar with issues raised by residents living in roads being used as a cut through and will know that it is not an easy matter to solve without unduly impacting residents of neighbouring roads. Clearly any measures introduced will only be successful if they are acceptable to a clear majority of local residents.

5. The petitioners have highlighted the fact that the traffic flows appear to be at their highest levels during the morning peak period and accordingly have asked specifically for the specific measure of one-way working (or closure) in a direction opposing the dominant flow (thereby preventing the use of the road as a 'rat run' as at present) and for this to be in operation only at a certain time of day.

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6. The Cabinet Member will be aware that it is not permitted in National highway law for restrictions such as 'no-entry' or 'one-way working' to be operated on a part time basis, other than in special circumstances such as traffic-signal controlled tidal flow lanes. This is for logical road safety reasons as even if the law permitted such part-time working of a one-way system, it would clearly be difficult to sign it in a clear and unambiguous way, and there could be a significant risk of a head-on collision due to the confusion. On this basis the request for a part time one-way system regrettably cannot be pursued.

7. The Cabinet Member will also appreciate that whilst one-way working is feasible and can prove to be a useful traffic management tool in certain circumstances, there are two factors which also need to be borne in mind.

8. Firstly, whilst the introduction of one-way working or a point-closure would undoubtedly remove the attractiveness of the route west through Chichester Avenue, Lymington Drive and Lysander Road, this would also impact on the residents in adjacent roads such as, for example, Bembridge Gardens (with its links to Heron Court, Merlin Court, Kestrel Court and Falcon Court), Cordingley Road, Blenheim Crescent, Barnwood Close and Beaufort Road. A point no-entry at, say, the junction of Chichester Avenue and Wood Lane could lead to an increase in traffic flow in the western section of Chichester Avenue (near Seaford Close).

9. It may also be that the residents living at the end nearest the 'no entry' point may be unhappy at the lengthened access route via the White Bear roundabout, which such a change would undoubtedly create for them.

10. It is appreciated that the petitioners have already sought to canvas views in a number of these roads (as set out above) but it would be important to establish through consultation on any detailed proposals, that there is widespread support for such a change from the whole neighbourhood.

11. The second factor, which should be borne in mind, is that a side effect of the introduction of one-way working is usually an increase in average traffic speeds. Whilst the inconvenience and frustration of residents at the existing excessive traffic congestion and parking is appreciated, and the petitioner, in her covering letter, says that on the one hand cars are often '*backed up all the way down Lysander Road*' but on the other hand cars are said to be '*flying down these narrow roads*' this does presently take place in two-way streets.

12. With one-way working, drivers will invariably travel more quickly, in the certain knowledge that they will not meet any oncoming traffic. In order to counteract this, some form of traffic management often proves necessary in order to reduce speeds. There is a further risk that a one-way route eastbound could create a rat-running problem in the evening peak as drivers find a convenient route from Ickenham Road to Wood Lane, as they would be aware that they will not meet any opposing traffic flow.

13. The above points are set out in order to ensure that some of the factors involved in one-way working and point no entry restrictions are understood from the outset of any investigations. It is appreciated that the concerns raised by petitioners are genuine ones, which deserve further investigation and it will therefore be invaluable to hear from the petitioner whose evidence can inform any further investigations.

14. It is recommended therefore that the Cabinet Member discusses with petitioners their concerns and asks officers to add the request to the Council's Road Safety Programme. Officers can then conduct traffic surveys to establish the extent of the problem and subsequently report the results back to the Ward Councillors and the Cabinet Member for their further consideration, together with possible options.

Financial Implications

There are none associated with the recommendations in this report.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

The recommendation will enable officers to conduct surveys and to look at possible solutions that will mitigate the petitioners concerns.

Consultation Carried Out or Required

None at this stage.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and confirms that there are no material financial implications arising from the recommendations set out above.

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 and factual 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.

Accordingly, the Council must balance the concerns of the objectors with its statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

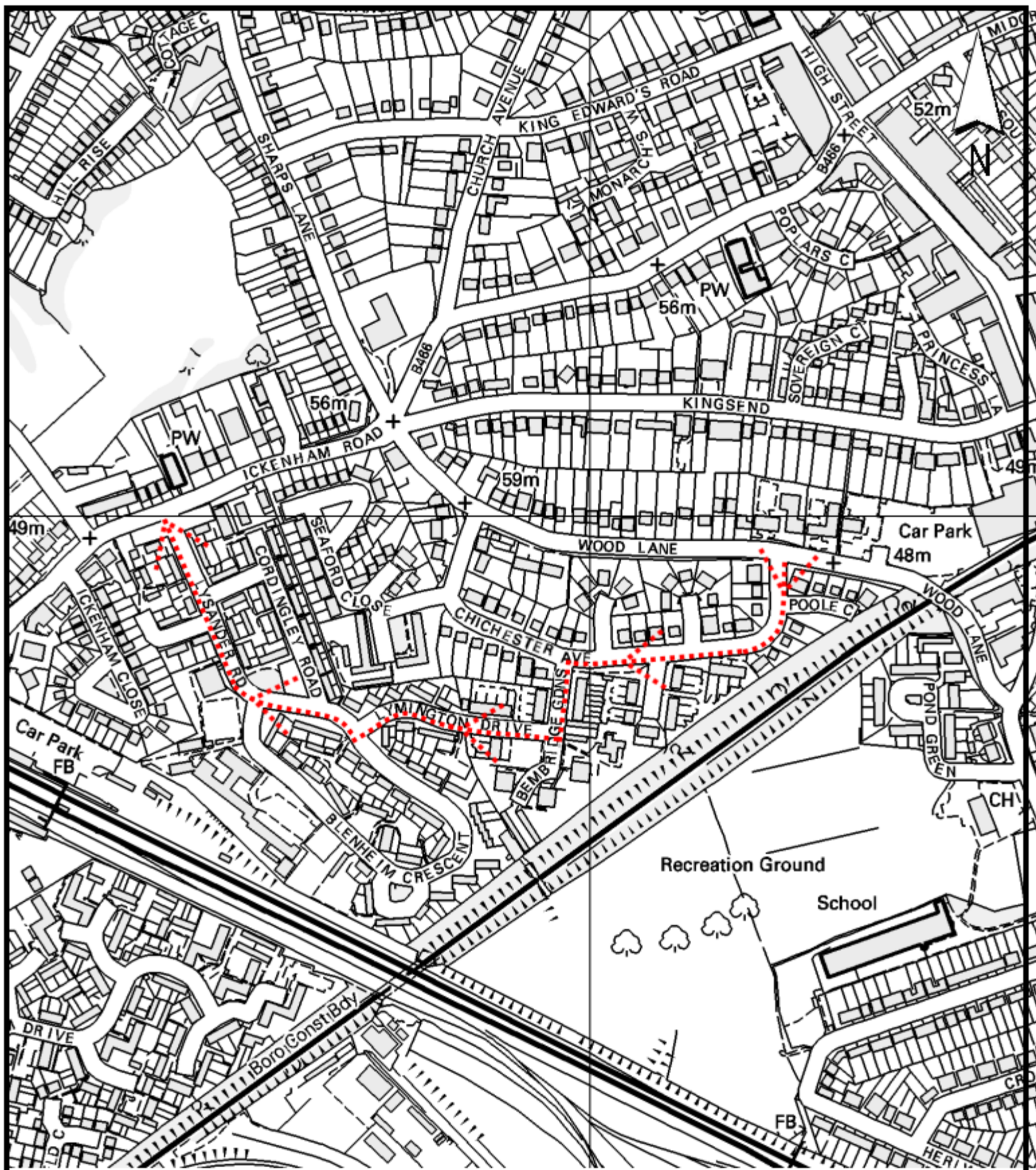
Should the outcome of the informal discussions with petitioners require that Officers include the Petitioners request in a subsequent review of possible options under the Council's Road Safety Programme and a consultation be carried out when resources permit there will need to be consideration of the Road Traffic Regulation Act 1984, the Traffic Signs Regulations and General Directions 2002, which govern road traffic orders, traffic signs and road markings. If specific advice is required in relation to the exercise of individual powers Legal Services should be instructed.

Corporate Property and Construction

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

6. BACKGROUND PAPERS

Petition received: 4th March 2013.



Lysander Road, Lymington Drive, West Ruislip

Appendix A

Date April 2013

Scale 1:5,000



HILLINGDON
LONDON



Primary route through the estate
petitioners feel is being used as a
cut through

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