

CHICHESTER AVENUE, BEMBRIDGE GARDENS, LYSANDER ROAD AND LYMINGTON DRIVE, RUISILIP - PETITION REQUESTING TRAFFIC CALMING MEASURES

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition from residents requesting traffic calming measures for Chichester Avenue, Bembridge Gardens, Lysander Road and Lymington Drive, Ruislip
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 £80 to £85.
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward(s) affected	West Ruislip

2. RECOMMENDATIONS

Meeting with the Petitioners, the Cabinet Member:

1. Listens to their request for traffic calming measures in the area.
2. Notes the results of the previous informal consultation with residents of the area on a proposed point "no entry" restriction at the junction of Chichester Avenue and Bembridge Gardens, which showed insufficient support for the concept;
3. Notes that a no entry sign with a plate limiting the restriction to 'access for residents only' is not permissible under national highways design standards (The Traffic Signs Regulations and General Directions 2016 and the Road Traffic Regulation Act 1994) and so cannot be considered (as explained in the body of the report);

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4. Notes that traffic signal controlled infrastructure, such as signal controlled pedestrian crossings, if viable, could only be considered subject to their approval and installation by Transport for London, the body responsible for all traffic signals in Greater London;

5. Notes the outcome of previous traffic volume and speed surveys, as noted in the body of the report;

6. Seeks clarity of the detail and underlying basis of the petitioners' suggestion of a "camera system to ticket motorists" at peak periods (as elaborated in the body of the report);

7. Subject to the outcome of the above, asks officers to undertake traffic surveys, at locations agreed by the petitioners, and 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 22 signatures has been received by the Council signed by residents who live in the area under the following heading;

"We the undersigned, petition Hillingdon Council to install a no entry restriction at the junction of Chichester Avenue and Bembridge Gardens, Ruislip. No entry sign to be installed with a sign stating "Access to residents only" underneath. Traffic lights and pedestrian crossing to be installed at the end of Lysander Avenue and in the middle of B466 Ickenham High Road. The two parking permit spots at the left side corner of Lysander Road heading towards Bembridge Gardens needs to be removed as this blocks a blind corner. Road marking need to be inserted on the corner of Lymington Road not to allow people to park there. Speed bumps or a 20 plenty sign to reduce overall speed of cars. Residents have also suggested a camera system to be put in place to ticket motorists like they do in Ealing if anyone tries to go through the road between 7am to 9am Monday to Friday only."

2. In an accompanying statement the lead petitioner sets out residents concerns and their justification for this request which are;

"I have lived on this estate for 10 years and over the years it has become apparent that this is being used as a "cut through" road to help motorists avoid traffic queues at the White Bear roundabout to head towards Ickenham/ A40 to try to shorten their overall waiting/travel time. In the process of this, the estate becomes gridlocked and residents struggle to get to and from their homes. Not only is this inconvenient for residents but there are also safety concerns regarding the speed that motorists drive around the estate and it is becoming dangerous for parents walking their children to and from school. I have lost count of the near misses or the length of time it takes to cross the road safely within the estate and again on the main B466 Ickenham High Road. There is no traffic light system or proper pedestrian crossing system in place from Ruislip High Street until you get to West Ruislip train station. This works out to be over one mile on a main busy road. By installing a traffic light system and pedestrian crossing this will also help towards the traffic calming measures and the safety of the public. The speed the motorists travel around this estate especially on Chichester and Bembridge is also a cause for concern. There have been numerous occasions where cars have nearly collided at the turning point into Lysander Road coming from Bembridge Gardens based on the 2 permit holders' car parking spots on the left hand side of a blind corner. If there are cars parked in these spots, motorists are having to use the opposite side of the road to turn left into Bembridge Gardens.

3. The roads that are mentioned in the petition are mainly residential and just a short walk to West Ruislip Station, Ruislip Station, Ruislip Town Centre and the many local amenities. As a result, many of the roads in the area benefit from a Parking Management Scheme.

4. There are many elements to the petition and this report will set out to address some of the areas of concern. However, further dialogue with petitioners at the petition meeting may result in further actions being considered, subject to their viability.

5. The first suggestion put forward is for a "no entry" restriction at the junction of Chichester Avenue and Bembridge Gardens with an additional sign stating "Access to residents only".

6. As the Cabinet Member will recall, approximately three years ago, the Council received a similar petition from residents of the area also asking for measures to prevent vehicles using Lysander Road and Lymington Drive as a cut through from Wood Lane to Ickenham Road.

7. As a result of this petition, a proposal was developed for a point "no entry" on the junction of Chichester Avenue and Bembridge Gardens. In order to allow as many residents as possible the opportunity to comment on the proposal, the Council informally consulted over a wide area as indicated on the plan attached as Appendix A of this report.

8. Of the 557 consultation documents delivered, 221 were returned representing a response rate of approximately 38%. Of these 80 responses indicated support for the "no entry" proposal, 136 suggested they would not support the prohibition and five replies were void. The results of the informal consultation were reported to the Local Ward Councillors who indicated they could not support the proposals due to the clear lack of overall support from residents. As a result, the scheme was not progressed.

9. This petition suggests a similar "no entry" at the same location previously consulted upon but with an exemption of "Access to residents only". The Council has powers under the Road Traffic Regulation Act 1984 (RTRA) to manage the movement of traffic on the highway and a "no entry" prohibition is one way the Council can do this. There are also some permitted exemptions to a "no entry" restriction namely buses and cycles.

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10. The RTRA does not however, provide Councils the authority to make an exemption for "Access to residents only", so regrettably this request cannot be considered.

11. The second suggestion put forward is for "traffic lights and a pedestrian crossing to be installed at the end of Lysander Road and in the middle of Ickenham High Road". As the Cabinet Member will be aware, the feasibility of installing a pedestrian crossing depends on a number of design requirements including visibility distances, the lay-out of existing driveways and the provision of a safe area for pedestrians waiting to cross the road.

12. In addition, Transport for London, who install and maintain all of the traffic signals across Greater London, have additional criteria they will consider before they might agree to support and progress a signal controlled crossing at this location. It is therefore recommended that, subject to the discussions with the petitioners, their request may be added to the Council's Road Safety Programme and, in consultation with Transport for London, that officers undertake further detailed investigations and develop possible options which they would report back to the Cabinet Member.

13. There are two parking related suggestions included in the petition; firstly the request to remove residents' permit parking places on Lysander Road and secondly the suggestion that "*road markings need to be inserted on the corner of Lymington Road to not to allow people to park there*".

14. It is suggested that the Cabinet Member discusses these requests directly with the petitioners so that there is no confusion as to what bays and which corner the petition is referring to. Subject to the outcome of this the Cabinet Member may be minded to instruct officers to investigate these requests further.

15. A further suggestion made in the petition is for "*speed bumps or a 20 plenty sign to reduce overall speed of cars*". The Cabinet Member will recall that in July 2013, the Council commissioned independent 24/7 speed and traffic surveys at various locations on Chichester Avenue, Cordingley Road, Lymington Drive and Lysander Road. The 85th percentiles was found to range from 20.4 mph to 27.3 mph and is the speed at or below 85% of all vehicles are observed to travel at. This is a nationally recognised method of assessing traffic speeds. As some time has elapsed since the last speed and traffic surveys were conducted, the local situation may have changed.

16. The final part of the petition appears to be a request for camera enforcement of a moving traffic contravention that would operate Monday to Friday between 7am and 9am, and the petitioner cites an example they have seen in Ealing. It is not clear what the restriction is or where it operates so further information would be required before officers can comment on this suggestion.

17. The Cabinet Member will also be aware, however, of the successful introduction of some part-time banned turns at certain sites within the Borough, but he will also be aware that these are normally considered only in special circumstances and are dependent upon a special application to the Secretary of State for Transport, as the signs and orders are not prescribed in the standard Traffic Signs Regulations and Traffic Signs Manual.

18. To assist the Cabinet Member and petitioners with discussion of the area, a further plan is attached at Appendix B.

19. To summarise, it is recommended that the Cabinet Member meets with petitioners and listens to their various concerns. Subject to the outcome of these discussions, the Cabinet Member could agree to commission independent speed and traffic surveys at locations to be agreed with the petitioners to address concerns of vehicle speeds, may wish to ask officers to investigate their request to amend the current parking arrangements and furthermore may ask them to liaise with colleagues at Transport for London on the suggestion for a signal controlled crossing.

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 need to be identified 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 this report, noting that direct costs associated with recommended traffic surveys would be contained within existing service budgets.

Legal

There are no special legal implications for the proposal to discuss with petitioners their request for traffic calming measures for Chichester Avenue, Bembridge Gardens, Lysander Road and Lymington Drive Ruislip, 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.

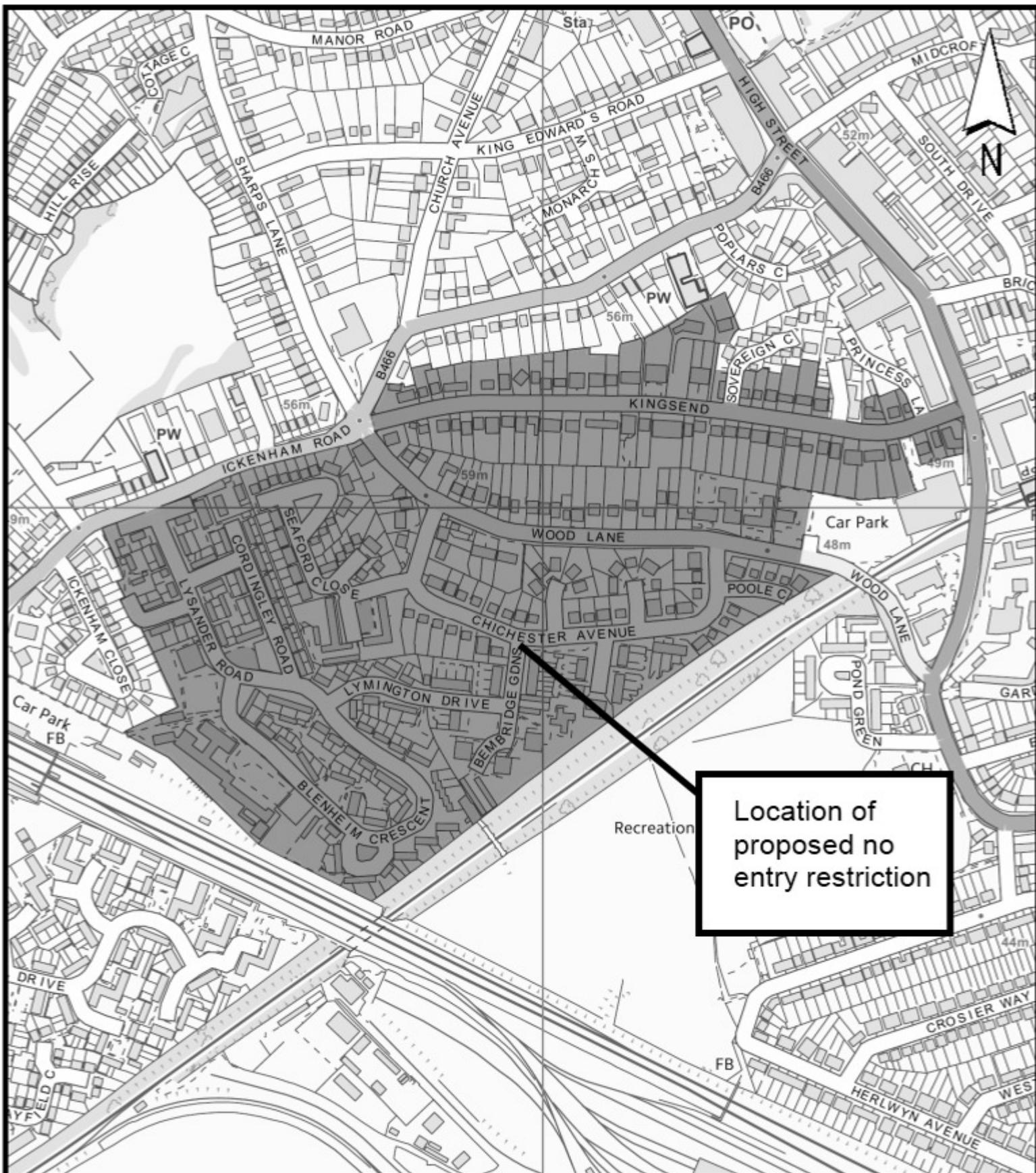
Should there be a decision that further measures are to be considered then the relevant statutory provisions will have to be identified and considered at that time.

Corporate Property and Construction

There are no corporate property and construction implications arising from the recommendations in this report.

6. BACKGROUND PAPERS

None.



Informal consultation for a possible no entry restriction

Appendix A

Date July 2014

Scale 1:5,500



HILLINGDON
LONDON



Extent of informal consultation area for a possible no entry restriction at the junction of Chichester Avenue into Bembridge Gardens.

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Lysander Road, Lymington Drive, Bembridge Gardens, Chichester Avenue

