

AYLES ROAD, HAYES – PETITIONS REQUESTING ONE-WAY WORKING

Cabinet Member & Portfolio	Councillor Steve Tuckwell Cabinet Member for Planning, Housing & Growth
Responsible Officer	Dan Kennedy – Corporate Director of Residents Services
Report Author & Directorate	Steven Austin – Residents Services Directorate
Papers with report	Appendix A – Location Plan

HEADLINES

Summary	To inform the Cabinet Member that a petition has been received requesting a one-way system on both sides of Ayles Road, Hayes.
Putting our Residents First Delivering on the Council Strategy 2022-2026	<p>This report supports our ambition for residents/ the Council of: Live in good quality, affordable homes in connected communities</p> <p>This report supports our commitments to residents of: Safe and Strong Communities</p> <p>The request can be considered as part of the Council's annual programme for road safety measures.</p>
Financial Cost	There are no costs associated with the recommendations in this report.
Select Committee	Corporate Resources & Infrastructure Select Committee
Ward	Yeading

RECOMMENDATIONS

That the Cabinet Member for Planning, Housing & Growth :

- 1) Meets with petitioners and listens to their request for a one-way system for Ayles Drive, Hayes; and
- 2) Subject to the outcome of the above, decides if officers should undertake an informal consultation on a possible one-way working in an area agreed with ward councillors.

Reasons for recommendations

The Petition Hearing will provide a valuable opportunity to hear directly from the petitioners regarding their concerns and suggestions.

Alternative options considered/ risk management

None at this stage.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

1. A petition with 52 signatures has been received by the Council, two of which are from residents of Ayles Road, signed under the following heading:

“To make Ayles Road, Hayes – currently two sides – into one way each side. That is north to south up to The Greenway, past Barnhill Community Centre, and south to north towards Kingshill Avenue past St Raphaels Church. This would make access and travel along the road much easier, currently if two vehicles are on the same side there becomes a “stand-off” as to who is going to back up. There are 2 intersections on Ayles Road which would make going to any property on either side very easy.

This would involve minimal work from the Council”

2. Officers have interrogated the most recently available official police recorded collision data for the last five years and there have been no recorded incidents on Ayles Road. However, this data may not include any recent collisions or crashes that the emergency services do not attend and so do not form part of the Police database records. As a largely academic exercise, to look at trends in Ayles Road over a period of a quarter of a century, the police data records just half a dozen incidents of any kind in that time period.
3. Ayles Road is a mainly residential road with a mixture of terrace houses and flats, the road also forms part of E9 bus route. Some properties benefit from off-street parking provision but from officers’ observations, there is a heavy dependence on the on-street parking provision. St Raphaels Church and Barnhill Community Centre are also located on Ayles Road.
4. The southern section of Ayles Road is effectively divided by a wide grass area with attractive mature street trees. The width of the carriage way on both sides of the grassed area is approximately 5 metres wide and bounded by a footway. The northern part of Ayles Road is of more a traditional road layout with a carriageway measuring approximately 5.3 metres wide, bounded on both side by a wide footway.
5. Petitioners have suggested implementing a one-way system and whilst the introduction of one-way working is feasible and can prove to be a useful traffic management tool in certain circumstances, there are nevertheless some important factors which also need to be borne in mind.
6. Firstly, whilst the introduction of a one-way working would undoubtedly remove the attractiveness of the route through Ayles Road for some drivers at certain times of day, this could also impact directly on residents in adjacent roads and possibly over a wider area although, as pointed out in the petition, there are opportunities to avoid driving the length of the road in order to reach a desired destination.

7. It is appreciated that many of the residents who signed the petition do not live on Ayles Road themselves, and whilst it is helpful that the lead petitioner has sought the views of nearby roads, it would be important to establish, through consultation on detailed proposals, that there is widespread support for such a change from the wider community, which would, in turn, determine the success of any scheme.
8. The second factor which should be borne in mind is that a possible unintended side effect of the introduction of a one-way working is usually the increase in average traffic speeds. With one-way working, drivers will often inevitably travel more quickly in the certain knowledge that they will not meet oncoming traffic. This is an important consideration for residents to appreciate and consider.
9. The above points are set out in order to ensure that some possible consequences of the introduction of a one-way working are understood from the outset of any investigations and deliberations with petitioners.
10. Subject to the outcome of the discussions with residents and ward councillors, the Cabinet Member may be minded to ask officers to undertake an informal consultation on a possible one-way working, within an area agreed at the meeting with the benefit of advice from Ward Councillors.

Financial Implications

There are no costs associated with the recommendations in this report.

RESIDENT BENEFIT & CONSULTATION

The benefit or impact upon Hillingdon residents, service users and communities

To allow the Cabinet Member to consider the petitioners' request.

Consultation & engagement carried out (or required)

None at this stage.

CORPORATE CONSIDERATIONS

Corporate Finance

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

Legal

Legal Services confirm that there are no specific legal implications to following the recommendations within this report in relation to the petition received for a one-way system on Ayles Road, Hayes. The Road Traffic Regulation Act 1984 provides the Council with powers to regulate or restrict traffic on roads within Hillingdon, which may include introducing the proposed one-way system after following due consultation and order-making processes.

A meeting with the petitioners is in line with the Council's constitution and is a perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and

engineering issues are still at a formative stage. Public law principles provide that there must be no predetermination of a decision in advance of completion of any wider planned consultation. Therefore, decision makers must ensure there is a full consideration of all representations arising, including those which do not accord with their own.

Should there be a decision that the one-way system proposal is to be considered further, then the relevant statutory provisions and processes for this will have to be considered and followed. To this end, more specific legal comments will be provided in subsequent reports as the proposal progresses.

Comments from other relevant service areas

None at this stage.

BACKGROUND PAPERS

Petitions

TITLE OF ANY APPENDICES

Appendix A – Location plan