

Minutes

PETITION HEARING - CABINET MEMBER FOR PLANNING AND TRANSPORTATION

13 October 2010



Meeting held at Committee Room 3 - Civic Centre,
High Street, Uxbridge UB8 1UW

	<p>Committee Members Present: Councillors Keith Burrows</p> <p>LBH Officers Present: Jales Tippell David Knowles Steve Austin Brian Whiteley Gill Brice</p> <p>Also Present: Councillors Jonathan Bianco, John Morgan, Eddie Lavery, Josephine Barrett, Philip Corthorne, John Riley, Brian Crowe, Paul Harmsworth, Anita MacDonald, Dominic Gilham and Janet Duncan.</p>	
1.	<p>TO CONFIRM THAT THE BUSINESS OF THE MEETING WILL TAKE PLACE IN PUBLIC. (<i>Agenda Item 1</i>)</p> <p>Resolved – That all items would be considered in Public.</p>	
2.	<p>HILLIARD ROAD, NORTHWOOD HILLS - PETITION REQUESTING IMPLEMENTATION OF RESIDENTS ONLY PARKING (<i>Agenda Item 3</i>)</p>	ACTION BY
	<p>Councillors Jonathan Bianco and John Morgan attended the meeting. Councillor Bianco spoke on behalf of all three Ward Councillors.</p> <p><i>Concerns and suggestions raised at the meeting included the following:</i></p> <ul style="list-style-type: none"> • <i>A meeting had previously been held in relation to parking in the area but the situation had now worsened. (Photos circulated to the Cabinet Member)</i> • <i>There are a number of vans from a drainage company parking in the road, which are left overnight and weekends.</i> • <i>There is a lack of available parking for residents in the road.</i> • <i>If the parking situation deteriorates further it will stop emergency and refuse vehicles from accessing the road</i> • <i>Delivery vehicles cause an obstruction as they have to park in the middle of the road to make their deliveries.</i> • <i>The current parking situation restricts the gully and drain cleaning service from operating, which is essential in this road due to the flooding risk.</i> • <i>There was insufficient space for cars to turn round in the road.</i> 	David Knowles Steve Austin

- *Adjoining roads are empty compared with Hilliard Road.*
- *The number of cars owned by households has increased and those cars parking for the shops and schools increase the problem.*
- *The speed of traffic was also an issue and suggested that a 20mph zone be considered for Hilliard Road.*
- *It was suggested that the Cabinet Member should visit the local area before making a decision.*

Councillor Burrows listened to the concerns of the petitioners and responded to the points raised and looked through the photos circulated by the petitioner.

Councillor Burrows informed those present that if a Parking Management Scheme was to be implemented in Hilliard Road it would result in a reduction in the number of parking spaces available. This was due to dropped kerbs and entrances having to be taken into account when parking spaces were marked out. A permit does not guarantee residents living in Hilliard Road the right to park.

Councillor Burrows appreciated that there are issues in Hilliard Road and echoed the Ward Councillors recommendation not to undertake anything drastic initially made sense. The Cabinet Member advised that he was going to amend recommendation 2 and 3. This would now be to ask officers to undertake a parking stress survey to establish where the vehicles parked in Hilliard Road come from and a survey of speeds of vehicles in Hilliard Road as a precursor to the possibility of implementing a 20mph zone.

The Ward Councillors would be involved in the process and made aware of the results of the surveys carried out, which they would pass on to residents. Once the survey and investigations had been completed officers would report back the Cabinet Member on the options for moving forward.

Resolved – That the Cabinet Member

- 1. Met and discussed with the petitioners their concerns with parking and speeding in their road and the possible options to address the issues that would be acceptable to residents.**
- 2. Asked officers to undertake a Parking Stress Survey and report the results back to the Cabinet Member with options on how to move forward.**
- 3. Asked officers to carry out a speed survey to investigate the possible implementation of a 20 mph speed zone.**

Reasons for recommendation

To give the Cabinet Member an opportunity to discuss with the petitioners the problems in their road and if appropriate consult residents in the area.

	<p>Alternative options considered</p> <p>None at this stage, as the petitioners have requested a Residents Parking Scheme and a 20mph speed limit. However, further options could arise from the discussion with petitioners.</p>	
3.	<p>24 SOUTHBOURNE GARDENS, EASTCOTE - PETITION OBJECTING TO THE PROPOSED NEW BUS STOP OUTSIDE NO. 24 SOUTHBOURNE GARDENS (<i>Agenda Item 4</i>)</p>	<p>Action by</p>
	<p>Councillor Eddie Lavery attended the meeting and spoke as Ward Councillor on the petition.</p> <p><i>Concerns and suggestions raised at the meeting included the following:</i></p> <ul style="list-style-type: none"> • <i>The Lead petitioner presented a survey conducted on 13th October which showed the low usage of the bus and stop.</i> • <i>None of the boarders or alighters were disabled.</i> • <i>Green Lawns had 22 flats and 11 parking spaces, which were full by 5.15 pm on the 13th October.</i> • <i>Residents of Green Lawns should be consulted as they had not previously received letters.</i> • <i>There are 50 flats and about 36 parking spaces on the north side of Southbourne Gardens before No.60 and 18 properties on the South side before No.60.</i> • <i>Stop No.1 has already taken some spaces and parking on this stop is not allowed at night and would suggest this should be changed.</i> • <i>The bus has to stop outside No.62 on most occasions to allow traffic to pass. This is the obvious place for a fixed stop if one is required at all.</i> • <i>Drainage was not an issue as stated in the report as there was a low wall outside No. 62. the curve in the road also makes for a safer location.</i> • <i>There are many elderly and infirm tenants, mothers with children, and tenants that have infirm parents who need to park outside the flats when they visit. They also have rights under the Disability Discrimination Act to park outside their flats.</i> • <i>The bus starts at 6.30am not 7am as suggested in the report.</i> • <i>There was a dial-a-ride bus service available.</i> • <i>Is this bus stop really needed, as residents living in the area don't want it and was it cost effective?</i> • <i>Southbourne Gardens was a speed trap and was awkward for the bus to negotiate the road.</i> • <i>Bus stop1, blocks peoples drives and Field End Road due to the proximity to the junction.</i> <p>Councillor Burrows listened to the concerns of the petitioners and responded to the points raised. The petitioners were advised that TfL had been contacted in regard to the viability of the route. Although the usage was low in their view the route is still viable running a half hourly service.</p>	<p>David Knowles Steve Austin</p>

	<p>The Cabinet Member advised that a letter of support for the bus stop had been received from DASH. Under the DDA the Council and TfL are under a duty to consider the request. This is a difficult issue as clearways need to be provided to enable buses to deploy ramps to enable access to disabled people. Because of the concerns raised and the need to meet the DDA requirements the Cabinet Member agreed to recommendation 1 and recommendation 2a in the report to enable a site visit to take place involving all interested parties.</p> <p>RESOLVED - That the Cabinet Member:</p> <ol style="list-style-type: none"> 1. Met with petitioners to discuss the concerns they had and to explain the Councils' obligations under the Disability Discrimination Act (DDA); 2. Defer the implementation of the bus stop pending further study and consultation with local residents and disabled groups. <p>Reasons for recommendation</p> <p>The Council has responsibilities under the Disability Discrimination Act 1995 ('DDA') (as amended) to promote equality of opportunity for disabled people and consequently it is unlawful for a Council to discriminate against disabled persons in connection with the provision of services. It also allows the Government to set minimum standards so that disabled people can use public transport easily. TfL has identified its required route; officers have installed stops that are compliant with DDA standards.</p> <p>Alternative options considered</p> <p>The only alternative which could retain a bus stop here would be to relocate bus stop No 2 to a point outside No 68 Southbourne Gardens; however this option was not considered to be an acceptable option by the Police and London Buses.</p>	
4.	<p>BLOSSOM WAY, HILLINGDON - PETITION REGARDING COMMUTER PARKING AND SPEED OF VEHICLES (<i>Agenda Item 5</i>)</p>	<p>Action by</p>
	<p>Councillor Josephine Barrett attended the meeting and spoke as Ward Councillor in support of the petition.</p> <p><i>Concerns and suggestions raised at the meeting included the following:</i></p> <ul style="list-style-type: none"> • <i>Three years ago Hercies Road had yellow lines put in, which had resulted in the cars moving to park in Blossom Way.</i> • <i>Blossom Way had become a car park for commuters.</i> • <i>Residents had difficulty gaining access to their driveways due to the speed and the amount of parking in the road.</i> • <i>Cars often park over residents driveways denying residents access and egress.</i> • <i>Parking takes place on both sides of the road causing difficulty in driving down the road.</i> 	<p>David Knowles Steve Austin</p>

	<ul style="list-style-type: none"> • <i>The speed of cars using Blossom Way was also a problem and needed to be addressed before a serious accident occurred.</i> • <i>A number of solutions could be considered. (Residents Permit Parking, Restrict hours for parking i.e. 10 – 11 am and 3 – 4 pm or double yellow lines).</i> <p>Councillor Burrows listened to the concerns of the petitioners and responded to the points raised.</p> <p>The Cabinet Member advised based on the concerns raised and the suggestions put forward recommendation 1 and 3 was agreed as they were written in the report. Recommendations 2 & 4 would be amended to ask for a consultation to take place on the 3 suggestions put forward and a speed survey to be undertaken.</p> <p>Resolved - The Cabinet Member:</p> <ol style="list-style-type: none"> 1. Considered the petitioners’ request and discussed with them in detail their concerns with parking and speeding. 2. Asked officers to conduct an informal consultation on the options provided by the petitioner to control parking in Blossom Way, as follows residents permit parking, restricted hours 10 – 11 am and 3 – 4 pm or double yellow lines. 3. Asked officers to conduct further investigations into possible traffic calming measures under the Road Safety Programme; 4. Instructed officers to liaise with the local police Safer Neighbourhood Team to undertake speed checks and share the evidence with the Council. <p>Reasons for recommendation</p> <p>To allow the Cabinet Member to discuss in detail the concerns of the petitioners.</p> <p>Alternative options considered /risk management</p> <p>These can be identified from the discussions with the petitioners.</p>	
5.	<p>LEAHOLME WAYE, WALLINGTON CLOSE & WHEELERS DRIVE - PETITION OBJECTING TO PROPOSED WAITING RESTRICTIONS <i>(Agenda Item 6)</i></p>	<p>Action by</p>
	<p>Councillors attended the meeting and spoke as Ward Councillors in support of the petition.</p> <p><i>Concerns and suggestions raised at the meeting included the following:</i></p> <ul style="list-style-type: none"> • <i>The petition was signed by 54 residents of Leaholme Waye, Wallington Close & Wheelers Drive and the remainder from nearby roads.</i> 	<p>David Knowles Steve Austin</p>

- *The community manage and are supportive and respects the parking needs of other residents.*
- *If parking restrictions were implemented at the junction this would cause aggravation for residents and visitors in finding somewhere to park.*
- *The report stated that there had been no problems reported from emergency services and refuse vehicles accessing the roads.*
- *Parking in surrounding roads would be increased if yellow lines are put in.*
- *Photographs were circulated to the Cabinet Member showing the area concerned from the point of view of a driver and a pedestrian.*
- *Petitioners had tried to speak to the occupiers of 1 Wheelers Drive without success.*
- *There are no issues regarding access to Wheelers Drive.*
- *There had been no pedestrian or vehicle accidents over the past 3 years.*
- *If double yellow lines are put in it would set a precedent for the rest of the estate compounding the problem further.*
- *There needed to be a solution that worked and satisfied all residents.*
- *The original request was for yellow lines on the opposite corner to 1 Wheelers Drive due to the parking situation restricting access to the driveway of this property.*
- *It was felt that there was no justification in proceeding with the proposal as proposed but consultation with residents undertaken to find a solution.*

Councillor Burrows listened to the concerns of the petitioners and responded to the points raised. Because the statutory consultation had taken place officers had to provide a report on which he would base his decision. He would not pre-empt what his decision would be but all comments made by the residents and the 3 ward councillors will be taken into account.

The 2 recommendations in the report were agreed by the Cabinet Member.

Resolved – The Cabinet Member;

- 1. Met and discussed with the petitioners their concerns.**
- 2. Asked officers to include the petition request and the outcome of discussions above in the forthcoming report incorporating all representations received from the statutory consultation on the proposed “At any time” waiting restrictions.**

	<p>Reason for recommendation</p> <p>Following statutory consultation on parking proposals, all comments received must be considered by the Council before a final decision. A report will subsequently be drafted detailing these comments which can include this petition together with the outcome of discussions with the Cabinet Member at the petition evening.</p> <p>Alternative options considered</p> <p>None as the petitioners have made a specific request.</p>	
6.	<p>CORE STRATEGY - PETITION OBJECTING TO THE WIDESPREAD EXTENSION OF THE HEATHROW OPPORTUNITY AREA (<i>Agenda Item 7</i>)</p>	<p>Action by</p>
	<p>Councillors Paul Harmsworth, Anita MacDonald and Dominic Gilham attended the meeting and spoke as Ward Councillors.</p> <p><i>Concerns and suggestions raised at the meeting included the following:</i></p> <ul style="list-style-type: none"> • <i>Many residents had grave concerns that West Drayton & Yiewsley are forgotten areas of the borough and the needs of local people are not.</i> • <i>There was a lack of adequate community resources such as local schools and GP practices in the area.</i> • <i>There was limited potential for commercial development in the West Drayton & Yiewsley area, given the amount of land already taken up by Green Belt designations and Heathrow Airport.</i> • <i>Positive steps need to be taken to ensure that any Heathrow Opportunity Area so designated only enables sustainable development that will enhance West Drayton and Yiewsley.</i> • <i>With the suggested alterations the plan as it stands would be to the detriment of the district as stated in Paragraph 9, if the area by the Grand Union Canal and Crossrail station is used for mixed-use development schemes.</i> • <i>One of the sites designated for development has been earmarked for industrial development, which if approved would bring 100,000 movements per year into West Drayton High Street, which is already heavily trafficked at peak times.</i> • <i>The area already had two major housing estates and a bus station accessing a stretch of the High Street barely 75 meters long.</i> • <i>Without the plan including inventive and feasible ways of alleviating traffic gridlock for newly developed industrial or semi-industrial sites in Yiewsley and West Drayton it is of no use for these sites to be identified as ripe for development within an Opportunity Area.</i> • <i>The plan must address traffic issues before any designation of the Opportunity Area can be confirmed. The High Street is used by many in other areas to access Heathrow and other places of work south of the Paddington Rail line.</i> • <i>West Drayton High Street was only one of four north/south crossing routes in the borough and was not designated as a major route for heavy traffic.</i> 	<p>David Knowles Steve Austin</p>

- *Any Heathrow Opportunity Area must look at the whole infrastructure of the area and whether thousands of additional traffic movements can be accommodated on already choked roads.*
- *It was not felt that there was an adequate and effective consultation carried out by the Council. Residents were only aware of the importance and significance of the proposals within the Core Strategy due to information provided by a few local residents.*
- *The Core Strategy does not mention the need to develop strategies to ensure that local centres of Yiewsley and West Drayton profit from the plan.*
- *Why does the plan not put forward any policies to regenerate Yiewsley and West Drayton apart from redevelopment of industrial sites via the Heathrow Opportunity Area?*
- *The possible route through Yiewsley and West Drayton of the High Speed Train 2 is another example of how the area was not viewed as being important.*
- *That at an appropriate time a series of meetings with local residents takes place to advise on such issues as the Opportunity Area, High Speed Train 2, the Powerday Planning Application when submitted and the development of a strategic plan for traffic congestion alleviation along the West Drayton Corridor.*

Councillor Burrows listened to the concerns of the petitioners and responded to the points raised. The petitioners were advised that a motion on the HS2 had been agreed at Council on the 9 September 2010. This confirmed that the rumours of a major hub development in West Drayton was just that a rumour. Terminal 5 was fought by the Council as was the third runway and a sixth terminal, T5 was allowed by a Planning Inspector and a third runway and sixth terminal would not now go ahead.

The Core Strategy was such a large document covering the whole borough and it was never going to please every resident. The 2 recommendations in the report will clarify the areas of growth in the HOA and focus on sustainable locations. The recommendation would also update the HS2 section in the Core Strategy. These amendments would be incorporated into the Cabinet report when it was in November.

Resolved – That the Cabinet Member for Planning and Transportation noted the petition and:

- 1. Instructed officers to make changes to the Core Strategy Key Diagram and Map 5.1 to clarify the areas for growth, and to add text to Table 5.3 which makes clear that growth in the Heathrow Opportunity Area will be focused on sustainable locations. These changes will form part of the revisions to the draft Core Strategy which are due to be considered**

	<p>2. Instructed officers to update the High Speed Two sections in the Core Strategy. This change will form part of the revisions to the draft Core Strategy which are due to be considered by Cabinet at its meeting in November.</p> <p>Reasons for recommendation</p> <p>To ensure the Core Strategy consultation process helps to shape the content of the document, and that comments and recommendations by interested parties are accommodated where appropriate.</p> <p>Alternative options considered / risk management</p> <p>The Cabinet Member may decide not to instruct officers to make any further changes to the Core Strategy as a result of the petitions.</p>	
	<p>The meeting, which commenced at 7.00 pm, closed at 9.25 pm.</p>	

These are the minutes of the above meeting. For more information on any of the resolutions please contact Gill Brice on 01895 250472. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.