

Minutes

PETITION HEARING - CABINET MEMBER FOR PLANNING, TRANSPORTATION AND RECYCLING

26 January 2011



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

	<p>Committee Members Present: Councillor Keith Burrows</p> <p>Officers Present: Steve Austin, John Fern and Nadia Williams</p>	
3.	<p>TO CONFIRM THAT THE BUSINESS OF THE MEETING WILL TAKE PLACE IN PUBLIC. (Agenda Item 1)</p> <p>RESOLVED: That all items be considered in public.</p>	
4.	<p>TO CONSIDER THE REPORT OF THE OFFICERS ON THE FOLLOWING PETITIONS RECEIVED. (Agenda Item 2)</p>	
5.	<p>SEYMOUR GARDENS, RUISLIP - CONDITION OF CARRIAGEWAY SURFACE (Agenda Item 3)</p> <p>Councillors Eddie Lavery and Michael White attended the meeting and spoke as Ward Councillors.</p> <p>Concerns and suggestions raised at the meeting included the following:</p> <ul style="list-style-type: none">• The cul-de-sac in Seymour Gardens had not been re-surfaced since the properties were built.• The condition of the road had impacted in limiting the mobility of elderly residents.• There were currently no drop kerbs.• Residents were passionate about maintaining the area but this was not helped by the condition of the road, which looked very patchy.• Last year, two months after patch work on the road had been carried out; the road looked like it had two different sections of tarmac.• It was suggested that the patchy appearance of the road would be resolved if it was fully re-surfaced.• It was suggested that other roads nearby had been fully re-surfaced.• Concerns were raised about the road being hazardous to mothers pushing buggies.• It was requested also that consideration be given to assigning parking lines to improve parking conditions in the future.• Petitioners suggested that residents would like the road to be fully re-surfaced in line with the smaller nearby back roads.	<p>Action by</p> <p>John Fern Planning, Environment & Community Services</p>

- Ward Councillors acknowledged the present financial priorities, but suggested that funding for the repair of Seymour Gardens could be found, as estimated cost was low.
- Appreciated that the use of the cul-de-sac was relatively low.

Councillor Keith Burrows listened to the concerns of the petitioners and responded to the points raised. He asked officers whether there had been any change to the condition of the road, since the report was written. Officers advised that fretting in the road was still no greater than 40mm, which was the minimum intervention level for the immediate repair of dangerous defects.

Councillor Burrows explained that he appreciated that although the estimated cost for the works to be carried out would be minimal, in the grand scheme of things, petitioners' request for road repairs had to be weighed up against the outcome of the UKPMS survey carried out annually. This survey assessed all roads and the result was used to prioritise work required as high, medium or low. Councillor Burrows empathised with residents who were clearly passionate about their cul-de-sac.

The Cabinet Member asked officers what the cost would be for resurfacing Seymour Gardens compared to the cost of isolated carriageway treatment.

Officers advise that instructions had not been given to establish this cost but they would endeavour to find out if required.

Councillor Burrows advised that he would change recommendation two in the officer's report to instruct officers to establish the cost of resurfacing Seymour Gardens, so that it could be compared with the cost of isolated carriageway treatment.

The Cabinet Member added that although the issue of 'crossing point' did not form part of the petition, officers would be instructed to see what could be done about this matter. The lead petitioner would be contacted by officers to arrange a site visit and Ward Councillors would be notified of the outcome.

RESOLVED: That the Cabinet Member:

- 1. Met and discussed with petitioners, their concerns regarding the condition of the carriageway surface and their request to improve parking conditions.**
- 2. Instructed officers to report to the Cabinet Member, the cost of carriage way surface treatment compared to the cost of resurfacing.**
- 3. Subject to the outcome of (2), instructed officers to either move forward with isolated carriageway surface treatment during a future programme or, report established cost back to the Cabinet Member.**

	<p>REASONS FOR RECOMMENDATION</p> <p>Officers consider that substantial parts of the carriageway surface are in reasonably good repair at this time. Parts of the existing carriageway surface that remains in place has deteriorated with shallow fretting in small isolated areas of the carriageway. The failure is due to the natural ageing of the bitmac surface, which is now slowly disintegrating after an estimated life of 25 to 30 years. This is not dangerous but does give the road a “patchwork” appearance. Officers therefore consider that during a future programme, limited patching work should be carried out and the road resurfaced with a thin surfacing or surface dressing.</p> <p>ALTERNATIVE OPTIONS CONSIDERED</p> <p>Resurfacing would also provide a smoother riding surface, maintain the asset value of the highway and improve the visual aspect of the street. However extensive areas of the road are still in comparatively good repair and alternative methods of maintenance, apart from normal resurfacing to a depth of around 40mm, should be considered.</p>	
6.	<p>WEST MEAD, RUISLIP - CONDITION OF CARRIAGEWAY SURFACE (<i>Agenda Item 4</i>)</p> <p>Councillor Michael White attended the meeting and spoke as a Ward Councillor.</p> <p>Concerns and suggestions raised at the meeting included the following:</p> <ul style="list-style-type: none"> • Residents stated that some resurfacing had been undertaken in March 2010 at one end of West Mead, towards the junction of Victoria Road. • It was suggested that the recent uncompleted resurfacing repairs were unacceptable. • Residents stated that no resurfacing had been done at the junction of Queens Walk and the crossing. • Residents were concerned that West Mead was riddled with potholes, which had resulted to the highway being dangerous. They suggested that the dangers posed by the state of the road had been confirmed by some motor cyclists. • Residents expressed concerns about the potentially disastrous situation near the West Mead Clinic with cars trying to negotiate the potholes, as well as high levels of pedestrians needing to cross the road to access the clinic. • It was stated that the road was used as a thorough fair and suggested that with it being home to a clinic and health centre, with so many potholes would be a hazard to the ambulance service. • It was thought that the road was patched to the point of becoming hills in the middle of the road. • It was suggested that the potholes would need to be removed and the road needed to be resurfaced, as the potholes were becoming a problem in themselves. 	<p>Action by</p> <p>John Fern Planning, Environment & Community Services</p>

Councillor Keith Burrows listened to the concerns of the petitioners and responded that West Mead was placed high on the priority list for future treatment. Once the budget for resurfacing programme had been decided in February 2011, funding for the roads on the priority list would then be considered.

RESOLVED: That the Cabinet Member:

1. Discussed in detail with residents their concerns regarding the condition of the carriageway surface.
2. Instructed officers to place West Mead on to the list for roads being considered for treatment in a future resurfacing programme.

REASONS FOR RECOMMENDATION

The existing carriageway surface has deteriorated to the extent that shallow fretting has taken place in isolated areas of the carriageway. This is due to the natural ageing of the surface and the surface dressing that has been applied over the original layer. Past patching has filled some of the worst fretting but only as medium term measure. The road profile is “bumpy” in places and service trenches have sunk at a number of locations. In areas the surface has worn away resulting in shallow ruts and general unevenness. Resurfacing would improve the visual appearance of the road and improve the ride quality.

ALTERNATIVE OPTIONS CONSIDERED

Further patching works: However this option has been discounted given the level of deterioration and that it does not offer the most economic solution. These roads have been identified as being most severely affected. Delaying or not undertaking certain schemes may place additional pressure on the Councils financial resources if highway permanent repairs are not implemented in a timely manner. In many instances, the delay of schemes may also have safety implications with possible consequent impact on the public liability insurance budget.

Officers consider that the carriageway surface is now beyond normal patching repair and that resurfacing is the only option available to restore a smooth surface.

7.	<p>LINDEN CLOSE, RUISLIP – PETITION REQUESTING A RESIDENTS ONLY PARKING SCHEME (<i>Agenda Item 5</i>)</p> <p>Councillors Michael Markham and Douglas Mills attended the meeting and spoke as Ward Councillors.</p> <p>Concerns and suggestions raised at the meeting included the following:</p> <ul style="list-style-type: none"> • Residents stated that they had been petitioning the Council for many years to make Linden Close a ‘Resident Only’ parking 	<p>Action by</p> <p>Steve Austin Planning, Environment & Community Services</p>
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area.

- It was suggested that Linden Close should be treated as a special case, as the entrance to the Close adjoined a fee paying Council car park, which was underused.
- Petitioners advised that their drives were regularly blocked with parked cars, and where drives were unblocked, with closely parked cars, it was a struggle to get in or out.
- It was stated that large as well as commercial vehicles used the close for overnight parking as well as during the weekends.
- Petitioners stated that larger vehicles with inadequate parking spaces made it even more difficult for residents, as the vehicles encroached onto vehicle crossovers.
- It was suggested that every day was chaotic with cars parked by commuters, shoppers as well as visitors to the newly opened library.
- Concerns were raised about drivers in parked vans who treated the close as a tip.
- Residents stated that they had experienced intimidating behaviour from large vehicle drivers.
- Petitioners advised that vehicles were also regularly parked at the turnaround area at the end of the Close, which created difficulties for access by refuse trucks, as the drivers were forced to reverse into the Close. This created problems with visibility by the Refuse drivers of residents pulling out of their drives.
- Residents suggested that all these parking issues could be resolved by introducing 'Residents' only' parking in Linden Close.
- The Cabinet Member was urged to accept officer's recommendation for a parking-stress survey to be carried out in Linden Close.
- It was suggested that Linden Close was a small close with just 16 houses, and to highlight the strength of feeling, all residents bar one had been present at the meeting.
- It was reiterated that the issue of a parking scheme in Linden Close had been going on for the past four years.
- It was suggested that Linden Close should be treated as a special case, as a parking management scheme would not have a knock on effect on other streets because of the geography of the close.

Officers advised that when a parking stress survey was conducted, it would usually be undertaken at various times over a 24 hour period. Details of all vehicles parked in the road would be noted to try and ascertain those that belonged to residents.

Councillor Keith Burrows listened to the concerns of the petitioners and responded to the points raised. He stated that the points raised had been noted and agreed officer's recommendations subject to the revision of recommendation 2 for the determination of any possible action that may be feasible to be reported back to the Cabinet Member and Ward Councillors.

	<p>Officers advised that once the stress survey had been completed, the outcome would be discussed with residents to establish the feasibility of residents' request.</p> <p>RESOLVED: That the Cabinet Member:</p> <ol style="list-style-type: none"> 1. Met and discussed with petitioners, their concerns with parking in Linden Close. 2. Asked officers to carry out a parking-stress survey in Linden Close and report back to the Cabinet Member and Ward Councillors to determine any possible actions that may be feasible. <p>REASON FOR RECOMMENDATION</p> <p>The request from residents of Linden Close is acknowledged and a survey will establish the level of non-residential parking.</p> <p>ALTERNATIVE OPTIONS CONSIDERED</p> <p>These will be discussed with petitioners.</p>	
8.	<p>MAYGOODS GREEN, COWLEY - PETITION REQUESTING MEASURES TO RELIEVE PARKING SITUATION (<i>Agenda Item 6</i>)</p> <p>Councillor Richard Mills attended the meeting and spoke as a Ward Councillor.</p> <p>Concerns and suggestions raised at the meeting included the following:</p> <ul style="list-style-type: none"> • Petitioners expressed concerns about the limited parking spaces for residents living on the green. • It was stated that school buses as well as other large vehicles (occasionally lorries) also parked on the green, taking up two parking spaces at a time. • Residents stated that since the back gates to the nearby school had been closed, parking problems had been further intensified with teachers parking on the green during the day. • It was stated that parking spaces were also taken up by students from Brunel University, and in addition, people from the care home would sometimes park for two to three nights at a time. • Petitioners suggested that the creation of parking spaces on the green would relieve parking pressures. • Residents requested that a scheme similar to that installed in Pinn Way could be considered. • It was suggested that there was a need to determine what residents were looking to achieve and wanted. As during the summer of 2010, when residents were consulted about considering being included in a possible extension of the Cowley Parking Management Scheme (PMS), only 12 residents had responded. Out of the 12 responses, 10 had stated that they 	<p>Action by</p> <p>Steve Austin Planning, Environment & Community Services</p>

wanted no change.

- It was noted that there needed to be a consensus between residents as to the exact measures they wanted in order to address the issue of limited parking spaces in Maygoods Green.
- It was suggested that some residents would be unhappy at the loss of the green for parking bays.

Councillor Keith Borrows listened to the concerns of the petitioners and responded to the points raised. It was noted that residents had made it very clear in their previous responses and at this meeting, that they did not want a PMS to be introduced on the Green.

The introduction of a PMS in Nine Elms Avenue had meant that the parking problems had been shifted to Maygoods Green, as people looked to park elsewhere, thus taking up even more of the already limited parking spaces.

The Cabinet Member stated that, as it was clear that residents did not want any form of parking management scheme, officers would be instructed to look at the feasibility of using the Green to provide the type of parking that would be acceptable to residents.

With regard to teachers parking in the Green, the School Travel Plan officer would be asked to liaise with the school to establish why teachers were not parking in the school grounds.

The Cabinet Member noted a further comment made about the issue of cars being parked on the pavement at Worcester Road and advised that the safety of children was paramount, and that this issue would be dealt with through the School Safety Officer and the Safer Neighbourhood Team.

RESOLVED: That the Cabinet Member:

- 1. Discussed with petitioners, their concerns with parking in Maygoods Green.**
- 2. Discussed with petitioners, to find out their preferred course of action to address this issue, and agreed a way forward.**
- 3. Instructed officers to look at the feasibility of a scheme.**

REASON FOR RECOMMENDATION

It is not clear from the petition whether the residents are asking for a residents' parking scheme, waiting restriction or another solution. These maybe identified with petitioners for further detailed investigation by officers.

ALTERNATIVE OPTIONS CONSIDERED

There are no other options that can be considered in this case.

<p>9.</p>	<p>ADDISON WAY AND ACRE WAY, NORTHWOOD - PETITION CONCERNING DANGEROUS DRIVING AND SPEEDING VEHICLES <i>(Agenda Item 7)</i></p> <p>Councillor Jonathan Bianco attended the meeting and spoke as a Ward Councillor.</p> <p>Concerns and suggestions raised at the meeting included the following:</p> <ul style="list-style-type: none"> • Residents raised concerns about the issue of speeding in both Addison Way and Acre Way. • Petitioners expressed concerned about the safety of children coming out of nearby Hillside Infant and Junior school. • Residents expressed concerned about the anti-social behaviour of people riding on scooters and using Acre Way as a race track. • It was requested that some form of speed calming measures in both Addison Way and Acre Way should be implemented. • Concerns were raised about the safety of staff and patients who used Acre Way steadily on a daily basis to get to and from the health centre. • It was stated that Acre Way was a 'D' shaped road and not a through road. • It was acknowledged that the issue of speeding scooters was borough wide, particularly in the summer time. • It was suggested that it was worth residents considering making Acre Way into a one way road. • It was suggested that the Safer Neighbourhood Team (SNT) should be involved, and perhaps asked to use speed guns to try and catch riders of speeding scooters. In addition, it was considered that the presence of SNT would help to deter people from speeding. • It was noted that the issue of school parking was a problem in all areas and that the patrol of SNT when schools were out might deter people from parking on pavements. • The Cabinet Member was urged to see what could be done to address the problem of dangerous driving and speeding vehicles in Addison Way and Acre Way. <p>Councillor Keith Borrows listened to the concerns of the petitioners and responded to the points raised. It was noted that the Road Safety Team would conduct their own tests on the speeding vehicles and scooters and analyse it against tests conducted by SNT. Once the issues had been identified, the course of action would then be decided upon. The Ward Councillors and Lead petitioner would be involved in all the processes.</p> <p>RESOLVED: That the Cabinet Member:</p> <ol style="list-style-type: none"> 1. Met and discussed with the petitioners, their concerns with speeding and dangerous driving in Addison Way and Acre Way. 	<p>Action by</p> <p>Steve Austin Planning, Environment & Community Services</p>
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	<p>2. That officers investigate the feasibility measures identified as part of the Council's Road Safety programme.</p> <p>3. Instructed officers to liaise with the local Police Safer Neighbourhood Team on monitoring and enforcement options.</p> <p style="text-align: center;">REASONS FOR RECOMMENDATION</p> <p>The successes of traffic measures, which address speeding, are largely beneficial if they are acceptable to local residents. Officers can identify the most practical options with petitioners for further detailed investigation within the Road Safety programme.</p> <p style="text-align: center;">ALTERNATIVE OPTIONS CONSIDERED / RISK MANAGEMENT</p> <p>These may arise from the Cabinet Members discussions with petitioners.</p>	
<p>The meeting, which commenced at 7.00 pm, closed at 8.55 pm.</p>		

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