



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

Date: WEDNESDAY, 18 APRIL
2012

Time: 7.00 PM

Venue: COMMITTEE ROOM 3 -
CIVIC CENTRE, HIGH
STREET, UXBRIDGE UB8
1UW

**Meeting
Details:** Members of the Public and
Press are welcome to attend
this meeting

**This agenda and associated
reports can be made available
in other languages, in braille,
large print or on audio tape.
Please contact us for further
information.**

Cabinet Member hearing the petitions:

Keith Burrows, Cabinet Member for
Planning, Transportation and Recycling

How the hearing works:

The petition organiser (or his/her
nominee) can address the Cabinet
Member for a short time and in turn the
Cabinet Member may also ask questions.

Local ward councillors are invited to these
hearings and may also be in attendance
to support or listen to your views.

After hearing all the views expressed, the
Cabinet Member will make a formal
decision. This decision will be published
and sent to the petition organisers shortly
after the meeting confirming the action to
be taken by the Council.

Published: Tuesday, 10 April 2012

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Fax: 01895 277373
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This Agenda is available online at:

<http://modgov.hillingdon.gov.uk/ieListDocuments.aspx?CId=252&MId=1027&Ver=4>

Lloyd White
Head of Democratic Services
London Borough of Hillingdon,
3E/05, Civic Centre, High Street, Uxbridge, UB8 1UW
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INVESTOR IN PEOPLE

Useful information

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Agenda

CHAIRMAN'S ANNOUNCEMENTS

PART 1 - MEMBERS, PUBLIC AND PRESS MAY ATTEND

- 1 To confirm that the business of the meeting will take place in public.
- 2 To consider the report of the officers on the following petitions received.

Please note that individual petitions may overrun their time slots. Although individual petitions may start later than advertised, they will not start any earlier than the advertised time.

	Start Time	Title of Report	Ward	Page
3	7.00pm	Cordingley Road, Ruislip - Petition Requesting Footway Parking to be Permitted	West Ruislip	1 - 6
4	7.00pm	North Road/Cranmer Road, Hayes - Petition Requesting the removal of Existing Waiting Restrictions	Botwell	7 - 12
5	7.30pm	Masson Avenue - Petition Requesting to be included in the South Ruislip Parking Management Scheme	South Ruislip	13 - 18
6	8.00pm	Pepys Close - Petition Requesting Measures to prevent All Day Non-Residential Parking	Ickenham	19 - 24
7	8.00pm	London Lorry Control Scheme - Petition to secure Compliance	All Wards	25 - 36

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CORDINGLEY ROAD, RUISLIP – PETITION REQUESTING FOOTWAY PARKING TO BE PERMITTED

Cabinet Member	Councillor Keith Burrows
Cabinet Portfolio	Cabinet Member for Planning, Transportation and Recycling
Officer Contact	Kevin Urquhart Planning, Environment, Education and Community Services
Papers with report	Appendix A

HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that a petition has been received from residents of Cordingley Road asking for the permit holder parking places to be relocated partially on the footway.
Contribution to our plans and strategies	The residents' request will be considered as part of the Council's strategy for on-street parking.
Financial Cost	There are none associated with the recommendation to this report.
Relevant Policy Overview Committee	Residents and Environmental Services.
Ward(s) affected	West Ruislip

RECOMMENDATION

That the Cabinet Member:

- 1. Meets and discusses with petitioners their concerns with parking in Cordingley Road.**
- 2. Explains to petitioners that the road does not meet the Council's criteria for footway parking schemes as the footways are too narrow.**
- 3. Subject to the outcome of 1 above, asks officers explore options to provide clearer access for HGVs and develop further proposals in liaison with local Ward Councillors and the emergency services.**

INFORMATION

Reasons for recommendation

To allow the Cabinet Member to discuss with petitioners their concerns and, if considered appropriate asks officers to seek the views of the emergency services and local Ward Councillors for the possible removal of some of the parking bays in Cordingley Road to ensure that there is clear access through the road.

Alternative options considered / Risk Management

None, as the road does not meet the Council's criteria for footway parking schemes.

Policy Overview Committee comments

None at this stage.

Supporting Information

1. A petition with 20 signatures signed by some of the residents of Cordingley Road has been submitted to the council under the following heading:

"These neighbours would like to see white lines slightly on our pavement to avoid damage to their vehicles."
2. Cordingley Road forms part of the West Ruislip Parking Management Scheme which was introduced in September 2010. This scheme was developed through consultations with residents and before the scheme was implemented all comments received at each stage of consultation were reported to the Cabinet Member for consideration. In September 2011 the Council conducted an operational review of the West Ruislip Parking Management Scheme and the majority of residents of Cordingley Road who responded felt that the scheme was working well. Attached as Appendix A is a plan indicating the extent of the parking scheme in Cordingley Road.
3. This petition has been signed by 18 households of Cordingley Road which represents 46% of the total number of households in the road.
4. Cordingley Road has an approximate carriageway width of 6.8 metres with 1.8 metres wide parking bays on both sides of the road leaving 3.2 metres of free space for vehicles to pass in-between. The widths of the footpaths on Cordingley Road vary between 1.4 and 1.7 metres with the widest section in the northwestern most section of the road. For the Council to consider footway parking at least 1.5 metres of unobstructed footpath must remain for pedestrians to pass. The Cabinet Member will be aware that the Council has a duty to maintain access as far as practicable for people in wheelchairs, parents or guardians with pushchairs and these govern reasonable minimum spaces for pedestrian access. Regrettably, therefore it is not possible to consider footway parking in Cordingley Road as the road does not meet the Council's criteria for footway parking.

5. As residents have raised concerns about the width available for vehicles to pass it would be possible to remove some of the parking bays along the road to provide clearer access. However, it is unlikely that these proposals will be supported as residents who have very little access to any off-street parking facilities. The current scheme although providing the very minimal road width for vehicles to pass, maximises the space available for parking.

Financial Implications

There are none associated with the recommendation to this report.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member to consider the petitioners' request and available options the Council has to address these concerns.

Consultation Carried Out or Required

Residents were formally consulted in February and July 2010 with plans indicating the proposed layout of the Parking Management Scheme in their road. All comments received to these consultations were reported to the Cabinet Member for consideration.

CORPORATE IMPLICATIONS

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

Corporate Property and Construction is in support of the recommendations in this report.

PART 1 – MEMBERS, PUBLIC AND PRESS

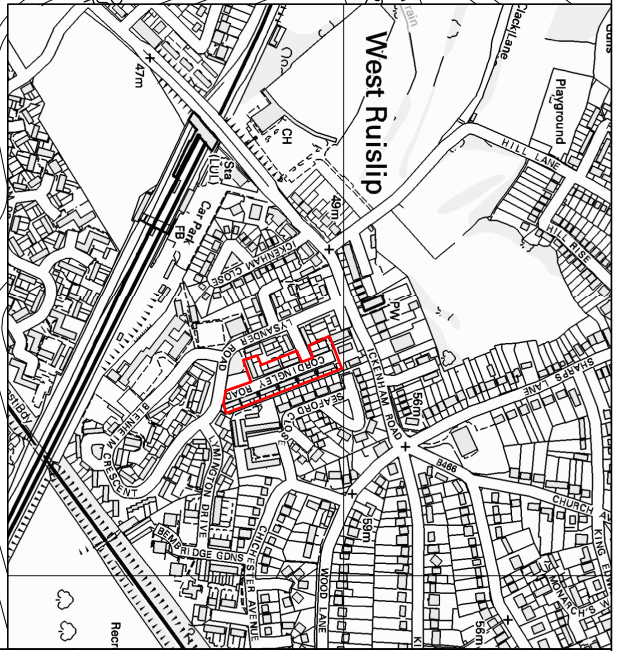
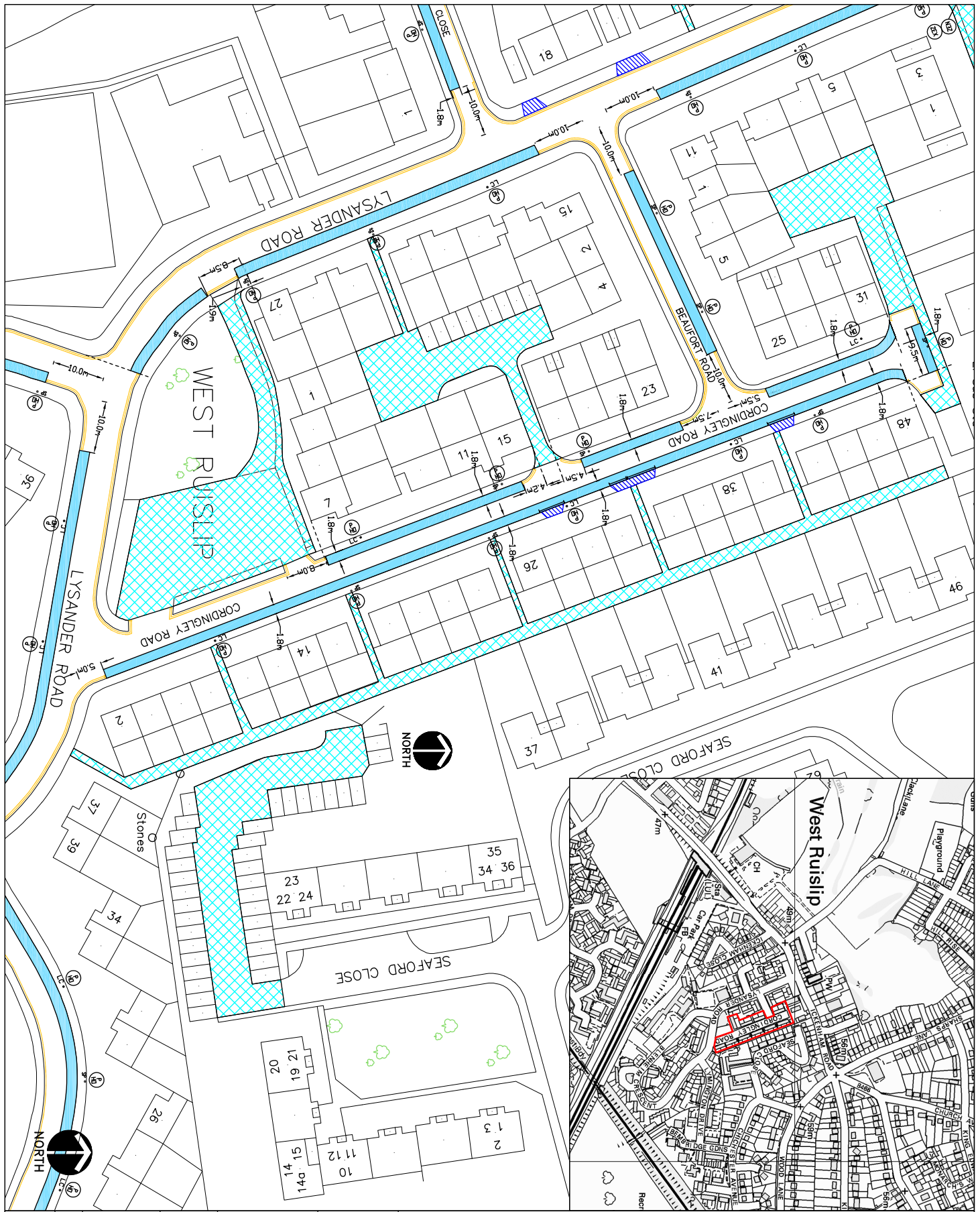
Cabinet Member meeting with Petitioners – 19 April 2012

Relevant Service Groups

None at this stage.

BACKGROUND PAPERS

Petition received 17th October 2011.



- KEY**
- EXISTING YELLOW LINE
 - SHT NEW SINGLE YELLOW LINE & TERMINAL
 - NEW DOUBLE YELLOW LINE & TERMINAL
 - PERMIT HOLDER ONLY BAY
 - PERMIT HOLDER ONLY SIGN
 - CROSSOVER
 - PERMIT HOLDER ONLY SIGN
 - ZONE ENTRY SIGN
 - ZONE EXIT SIGN

- PARKING PLACES ARE DISTANT 10M FROM CORNERS UNLESS OTHERWISE STATED
- PARKING BAYS ARE 2m WIDE UNLESS NOTED
- EXTENT OF PRIVATE ROADS

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 PLANNING AND COMMUNITY SERVICES DIRECTORATE
 ONE CENTRE WAY, WOOD STREET, UXTON, B98 1UW
 TEL: 01827 822222 FAX: 01827 822223

Project
 Cordingley Road,
 West Ruislip

Description
 Current Layout

Scale	NTS	Designed	KU	Drawn	KU	Date	07/03/12
Project No.		Drawing No.		Rev.			

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NORTH ROAD / CRANMER ROAD, HAYES – PETITION REQUESTING THE REMOVAL OF EXISTING WAITING RESTRICTIONS	
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Cabinet Member	Cllr Keith Burrows
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Cabinet Portfolio	Planning, Transportation & Recycling
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Officer Contact	Caroline Haywood Planning, Environment, Education and Community Services
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Papers with report	Appendix A
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HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member of a petition requesting the removal of existing waiting restrictions on the junction of North Road with Cranmer Road, Hayes.
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Contribution to our plans and strategies	The request can be considered as part of the strategy for on street parking controls and the Council's annual programme of road safety initiatives.
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Financial Cost	There are none associated with this report.
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Relevant Policy Overview Committee	Residents & Environmental Services
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Ward(s) affected	Botwell
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RECOMMENDATION

That the Cabinet Member:

- 1. Considers the petitioners' request and discusses with them in detail their request to remove the existing waiting restrictions;**
- 2. Subject to the outcome of 1 above asks officers to reinvestigate the reduction of 'At Any Time' waiting restrictions as shown on Appendix A.**

INFORMATION

Reasons for recommendation

To allow the Cabinet Member to discuss in detail with petitioners their concerns. The successes of traffic measures which address speeding are largely acceptable to local residents. These can be identified with petitioners for further detailed investigation by officers within the Road Safety Programme.

Alternative options considered / risk management

These can be discussed with petitioners.

Comments of Policy Overview Committee(s)

None at this stage.

Supporting Information

1. A petition with 23 signatures has been submitted to the Council from the residents of Cranmer Road and North Road, Hayes attached to a road safety programme form requesting the removal of waiting restrictions on the junctions of North Road with Tudor Road and Cromwell Road. The petition states *'it has been signed by at least 20% of the residents of Cranmer Road and North Road, who find these double yellow lines a total waste of tax payers money.'*
2. North Road and Cranmer Road are residential roads situated within Botwell Ward. Both roads are narrow and vehicles are allowed to park on both sides of the road. These vehicles reduce the carriageway which consequently only allows one-way traffic. Properties in North Road do not have off street parking facilities, while in Cranmer Road only a few properties have this facility. A plan of the area is shown on Appendix A.
3. The Council received two requests in 2010, one from a local ward councillor on behalf of residents regarding difficulty accessing Cranmer Road from North Road and the other directly from a resident when the fire brigade were not able to access the road to deal with a burning car at the end of the road. An investigation took place and officers observed vehicles parking on the junction restricting access and sightlines for vehicles exiting Cranmer Road. A proposal for 'at any time' waiting restrictions 10 meters on each arm of the junction of North Road and Cranmer Road was therefore drawn up. This was then taken through the legal statutory consultation process which took place from 10th November – 1st December 2010 which, as the Cabinet Member will be aware, involves the placing of advertisements in the local press and the display of public notices on site. During this period no objections were received and the restrictions were duly installed in April 2011. A plan of the waiting restrictions is attached as Appendix A.
4. In May 2011 the Council received concerns from a resident regarding the increased parking problems in Cranmer Road, close to its junction with North Road and requested the waiting restrictions be reduced to increase the parking provisions. The concerns were related to the fact that there is a high demand for parking in the road, as residents do not

have off street parking facilities. During the investigation it was found that there was plenty of available parking during the day, however in the evening the road was heavily parked. Nevertheless, if the restrictions were reduced or removed the safety on the junction would be greatly compromised and the risk of emergency vehicles not being able to access the road would be increased.

5. The Cabinet Member will be aware that the Highway Code stipulates that drivers should not park "within 10 metres of a junction" and that this is because of well known safety problems caused by vehicles parked inconsiderately at corners. Nevertheless, it is suggested that the Cabinet Member discusses with the petitioners their specific concerns with parking and endeavours to determine the best option to maintain safety on the junction.

Financial Implications

There are none associated with the recommendations to this report, as feasibility studies can be undertaken with in house resources. However if the Cabinet Member subsequently considers the removal of the existing waiting restrictions suitable funding will need to be identified.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

The recommendations will identify the extent of the petitioners' concerns and look at possible solutions to mitigate these.

Consultation Carried Out or Required

No further consultations have been carried out as a result of this petition.

CORPORATE IMPLICATIONS

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 & Construction

Corporate Property and Construction is in support of the recommendations in this report.

Relevant Service Groups

None at this stage

BACKGROUND PAPERS

- Traffic order advertised: 10th November 2010
- Petition received 9th December 2011



Key
 DWT
 EXISTING DOUBLE YELLOW
 LINE & TERMINAL

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HILLINGDON
 LONDON

IMPROVEMENT PROJECTS
 ENVIRONMENT AND CONSUMER PROTECTION GROUP
 ONE CENTRE 44/45, HIGH STREET, URBORNE, WBS 10W
 Tel: No. 01895 277000/01895 280710

Project
 North Road /
 Cranmer Road

Description

Scale
 NTS
Drawn (Initials/Date)
 CH 12/11
Checked (Initials/Date)

Project No.
 A4
Drawing No.
 Rev.

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MASSON AVENUE – PETITION REQUESTING TO BE INCLUDED IN THE SOUTH RUISLIP PARKING MANAGEMENT SCHEME	
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Cabinet Member	Councillor Keith Burrows
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Cabinet Portfolio	Cabinet Member for Planning, Transportation and Recycling
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Officer Contact	Kevin Urquhart Planning, Environment, Education and Community Services
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Papers with report	Appendices A and B
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HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that a petition has been received from residents of Masson Avenue asking to join other roads in the most recent extension to the South Ruislip Parking Management Scheme Zone SR.
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Contribution to our plans and strategies	The residents' request will be considered as part of the Council's strategy for on-street parking.
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Financial Cost	There are none associated with the recommendation to this report.
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Relevant Policy Overview Committee	Residents and Environmental Services
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Ward(s) affected	South Ruislip
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RECOMMENDATION

That the Cabinet Member:

- 1. Meets and discusses with petitioners their concerns with parking in Masson Avenue, Ruislip.**
- 2. Subject to the outcome of the discussions with petitioners, asks officers to include the request in a subsequent review of the South Ruislip Parking Management Scheme.**

INFORMATION

Reasons for recommendation

To allow the Cabinet Member to discuss with petitioners their concerns and inform them that the Council intends to include Masson Avenue in the next review of the South Ruislip Parking Management Scheme.

Alternative options considered / Risk Management

None, because the petitioners have made a request to be included within the South Ruislip Parking Management Scheme Zone SR.

Policy Overview Committee comments

None at this stage.

Supporting Information

1. A petition with 41 signatures signed by some of the residents of Masson Avenue has been submitted to the council under the following heading:

“The following residents of Masson Avenue request to be included in the South Ruislip Parking Management Scheme Zone with access to residents driveways at the same time as Mahlon Avenue.”

2. This petition has been signed by 33 of the 50 households located on Masson Avenue. Attached as Appendix A is a plan indicating the location of Masson Avenue.
3. In September 2010 a review of the existing South Ruislip Parking Management Scheme took place. At the same time residents living in roads on the periphery of the scheme in an area agreed in liaison with local Ward Councillors, were consulted to determine if they would like to consider parking restrictions in their road. Masson Avenue was included in this consultation and of the 50 questionnaires delivered, 25 were returned representing a response rate of 50%. From the responses received 14 indicated they wanted no change to the current parking arrangements and 10 indicated support for a residents parking scheme. It was therefore decided that in line with usual Council practice, Masson Avenue should not be included in the next stage of statutory consultation on a detailed design.
4. Statutory consultation was carried out between 11th May to 1st June 2011 on a detailed design for an extension to the scheme in the roads that demonstrated support during the informal consultation period. This area is indicated on the plan attached as Appendix B to this report. Included in this design was Mahlon Avenue which shares a junction with Masson Avenue. During this consultation period some residents of Masson Avenue who live in the section between Mahlon Avenue and West End Road asked to be included in the scheme. These comments were subsequently reported to the Cabinet Member in

September 2011. Following consideration of these comments the Cabinet Member decided that the residents of Masson Avenue should be included in the next review of the South Ruislip Scheme which will be scheduled to take place 6-12 months after the extension to the scheme becomes operational.

5. However, in the meantime residents have also petitioned asking for their road to become part of the South Ruislip Parking Management Scheme at the same time as nearby Mahlon Avenue, which became operational on 6th February 2012. Unfortunately it will not have been possible to consider the inclusion of Masson Avenue within this extension to the scheme at this late stage, as this would have required further detailed design and statutory consultation and would have seriously delayed implementation of the approved scheme.
6. It is therefore recommended that the Cabinet Member discusses with petitioners their concerns and, if considered appropriate, includes Masson Avenue within the next review of the South Ruislip Parking Management Scheme which is scheduled to take place within 6 - 12 months of the most recent extension coming into operation or sooner if resources allow.

Financial Implications

There are none associated with the recommendation to this report.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member to consider the petitioners' request and available options the Council has to address these concerns.

Consultation Carried Out or Required

Informal consultation has been carried out in Masson Avenue when residents were asked if they wanted to be part of an extension to the South Ruislip Parking Management Scheme. Due to a negative response Masson Avenue was not included in a subsequent statutory consultation on a detailed design for a possible extension to the scheme. When the extension to the South Ruislip Parking Management Scheme comes into operation there will be further consultation, as part of a review.

CORPORATE IMPLICATIONS

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, 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.

Should there be a decision that further measures are to be considered then the relevant statutory provisions will have to be identified and considered. In particular the Council's power to make orders creating residents permit parking arrangements are set out in Part IV, Section 45 of the Road Traffic Regulation Act 1984. The consultation and order making statutory procedures to be followed in this case are set out in The Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996 (SI 1996/2489).

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.

Corporate Property and Construction

Corporate Property and Construction is in support of the recommendations in this report.

Relevant Service Groups

None at this stage.

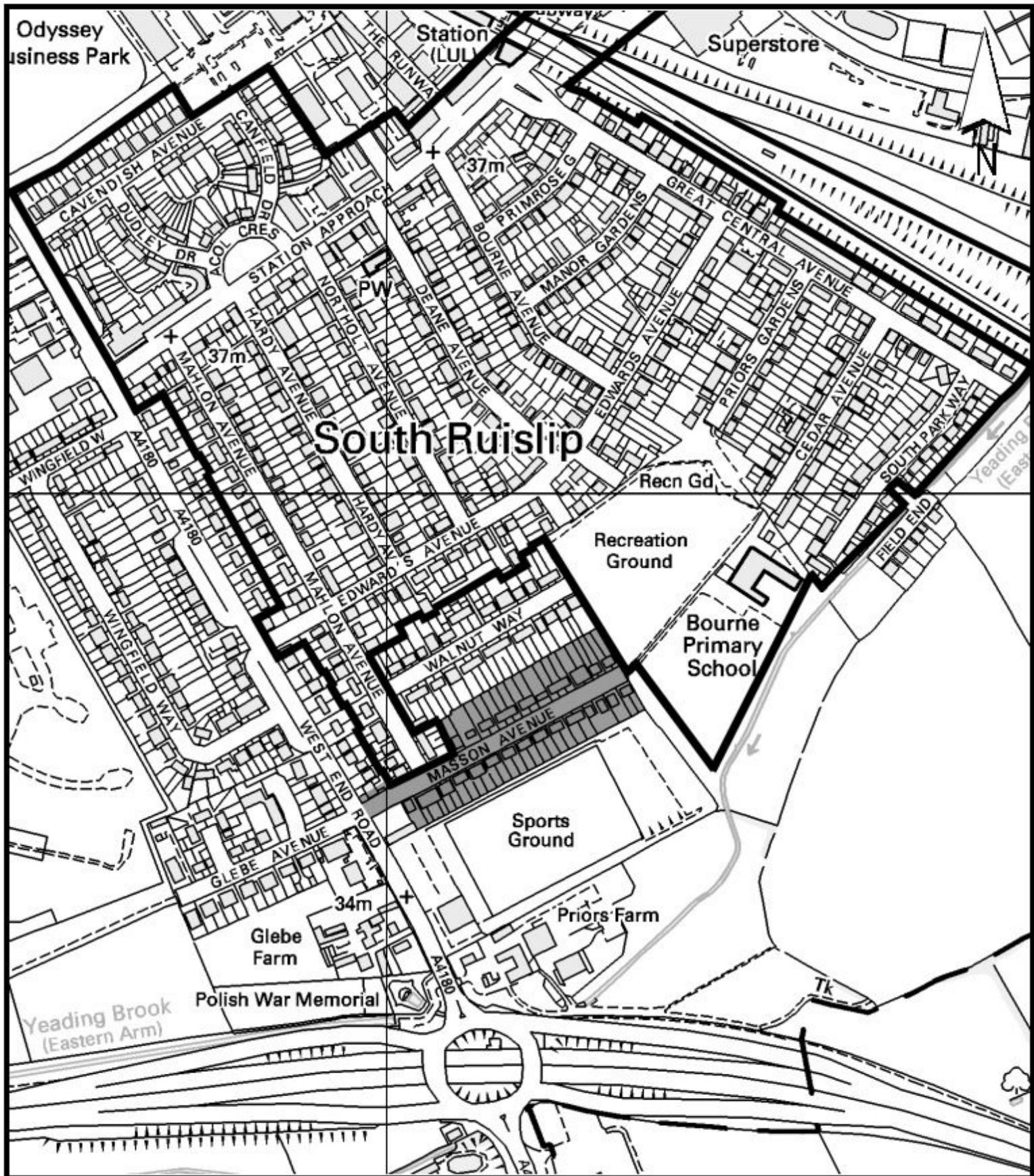
BACKGROUND PAPERS

Petition received 15th November 2011

Decisions sheet published by Democratic Services on 14th October 2011
South Ruislip Parking Management Scheme – Results of statutory consultation a proposed extension to the scheme – Report 22nd September 2011

Decisions sheet published by Democratic Services on 11th February 2011

South Ruislip Parking Management Scheme – Possible extension – Report 31st January 2011



Masson Avenue, South Ruislip

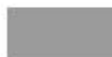
Appendix A

Date January 2012

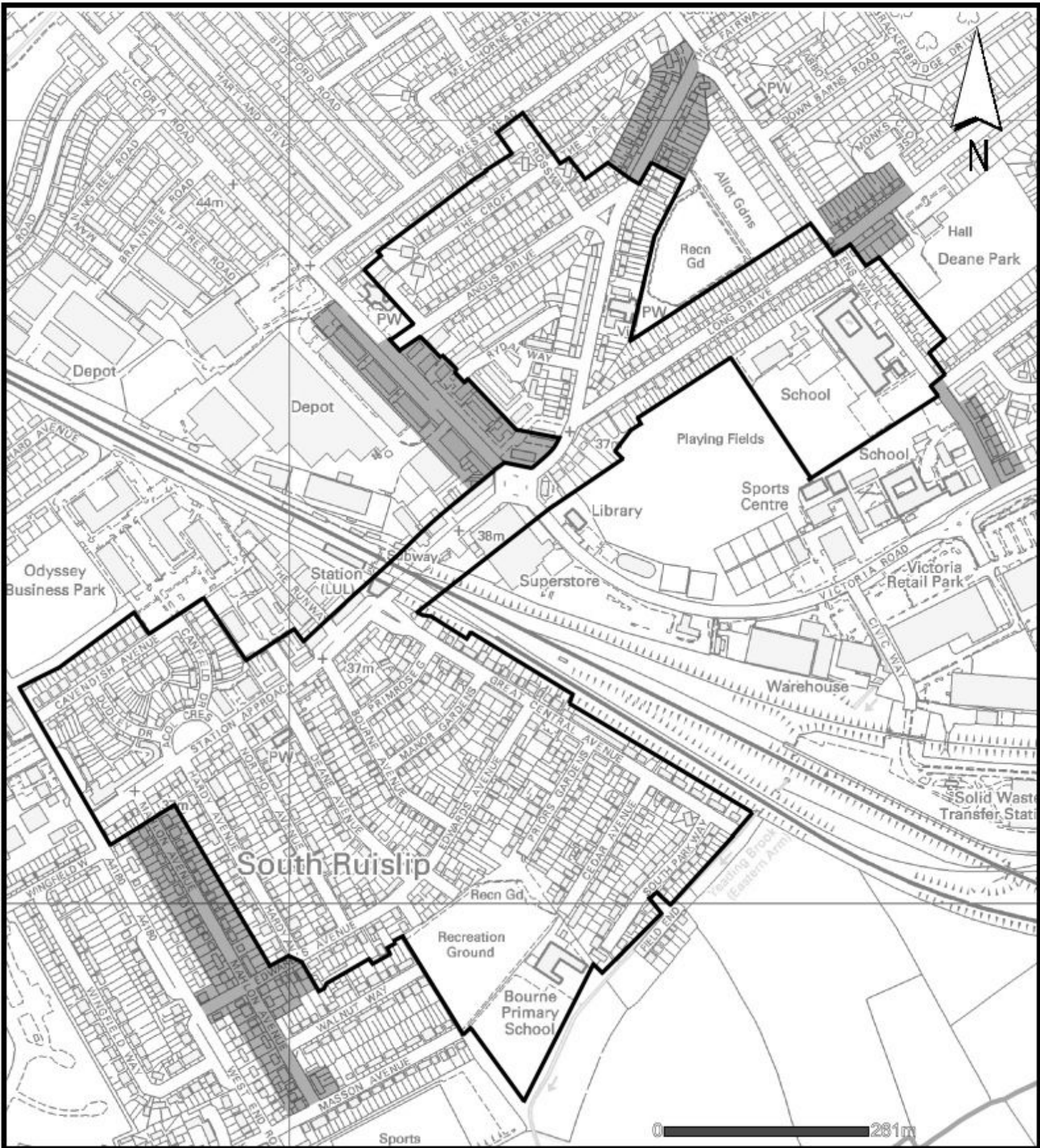
Scale 1:5,000



Extent of South Ruislip Parking Management Scheme (part)



Extent of Masson Avenue



South Ruislip Parking Management Scheme Proposed extension

Appendix B

Date November 2010

Scale 1:6,500



Boundary of South Ruislip Parking Management Scheme Zone SR



Proposed extension to the South Ruislip Parking Management Scheme Zone SR

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PEPYS CLOSE – PETITION REQUESTING MEASURES TO PREVENT ALL DAY NON-RESIDENTIAL PARKING	
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Cabinet Member	Councillor Keith Burrows
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Cabinet Portfolio	Cabinet Member for Planning, Transportation and Recycling
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Officer Contact	Kevin Urquhart Planning, Environment, Education and Community Services
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Papers with report	Appendix A
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HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that a petition has been received from residents of Pepys Close asking the Council to consider parking restrictions in the road to prevent all day non-residential parking and improve access.
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Contribution to our plans and strategies	The residents' request will be considered as part of the Council's strategy for on-street parking.
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Financial Cost	There are none associated with the recommendation to this report.
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Relevant Policy Overview Committee	Residents and Environmental Services
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Ward(s) affected	Ickenham
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RECOMMENDATION

That the Cabinet Member:

- 1. Meets and discusses with petitioners their concerns with parking in Pepys Close.**
- 2. Subject to the outcome of 1 above, asks officers to add the request to the Council's programme for parking schemes for future consultation on options to address all day non-residential parking and then to report back to local Ward Councillors and the Cabinet Member on the outcome.**

INFORMATION

Reasons for recommendation

To allow the Cabinet Member to discuss with petitioners their concerns and if appropriate add their request to the parking scheme programme.

Alternative options considered / Risk Management

None at this stage.

Policy Overview Committee comments

None at this stage.

Supporting Information

1. A petition with 55 signatures signed by some of the residents of Pepys Close has been submitted to the Council under the following heading:

“As you probably noticed recently, cars are parking quite selfishly as you come into Pepys Close.

This practice creates a dangerous situation for traffic entering and exiting the close, particularly at the junction with Milton Road.

Also, they often park on both sides of the road causing great difficulties for Emergency Vehicles, Refuse Lorries (as was the case recently) and Delivery Lorries.

Since the motorists themselves are incapable of using their own intelligence, we thought that it would be sensible for the Council to implement appropriate parking restrictions in order to ensure that no residents are denied a service – especially that of an Ambulance or a Fire Engine. This could also prevent the road being used as a free all-day car park for commuters and others.

Would you support a suggestion to the Council to restrict parking in this way?”

2. Pepys Close is a residential road just off Milton Road consisting of a mixture of detached and semi-detached properties with flats with a private forecourt located at the end of the close. Due to the relatively close proximity to Ickenham Underground Station and local amenities Pepys Close is an attractive area for non-residents to park. The location of Pepys Close is indicated on the plan attached as Appendix A.
3. This petition has been signed by 32 households of Pepys Close which represents 53% of the total number of households in the Close.
4. Residents have not indicated what type of parking restrictions they would like to see implemented in Pepys Close, although a couple of individual petitioners who signed the

petition expressed their preference for a limited waiting restriction operational for an hour a day. It is therefore recommended that the Cabinet Member discusses with petitioners their concerns and, if considered appropriate, asks officers to add this request to the future parking scheme programme and carry out an informal consultation with the residents of Pepys Close to establish the overall level of support for parking restrictions. This will also give residents the opportunity to consider the options available to address non-residential parking. The outcome of this consultation will be reported back to Ward Councillors and the Cabinet Member to assist the Council in making a decision on how best to proceed.

Financial Implications

There are none associated with the recommendation to this report.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member to consider the petitioners' request and available options the Council has to address these concerns.

Consultation Carried Out or Required

It is recommended that informal consultation be carried out with residents to establish the overall level of support for parking restrictions in Pepys Close and the options available to address these concerns.

CORPORATE IMPLICATIONS

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, 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.

Should there be a decision that further measures are to be considered then the relevant statutory provisions will have to be identified and considered. In particular the Council's power to make orders creating residents permit parking arrangements are set out in Part IV, Section 45 of the Road Traffic Regulation Act 1984. The consultation and order making statutory procedures to be followed in this case are set out in The Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996 (SI 1996/2489).

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.

Corporate Property and Construction

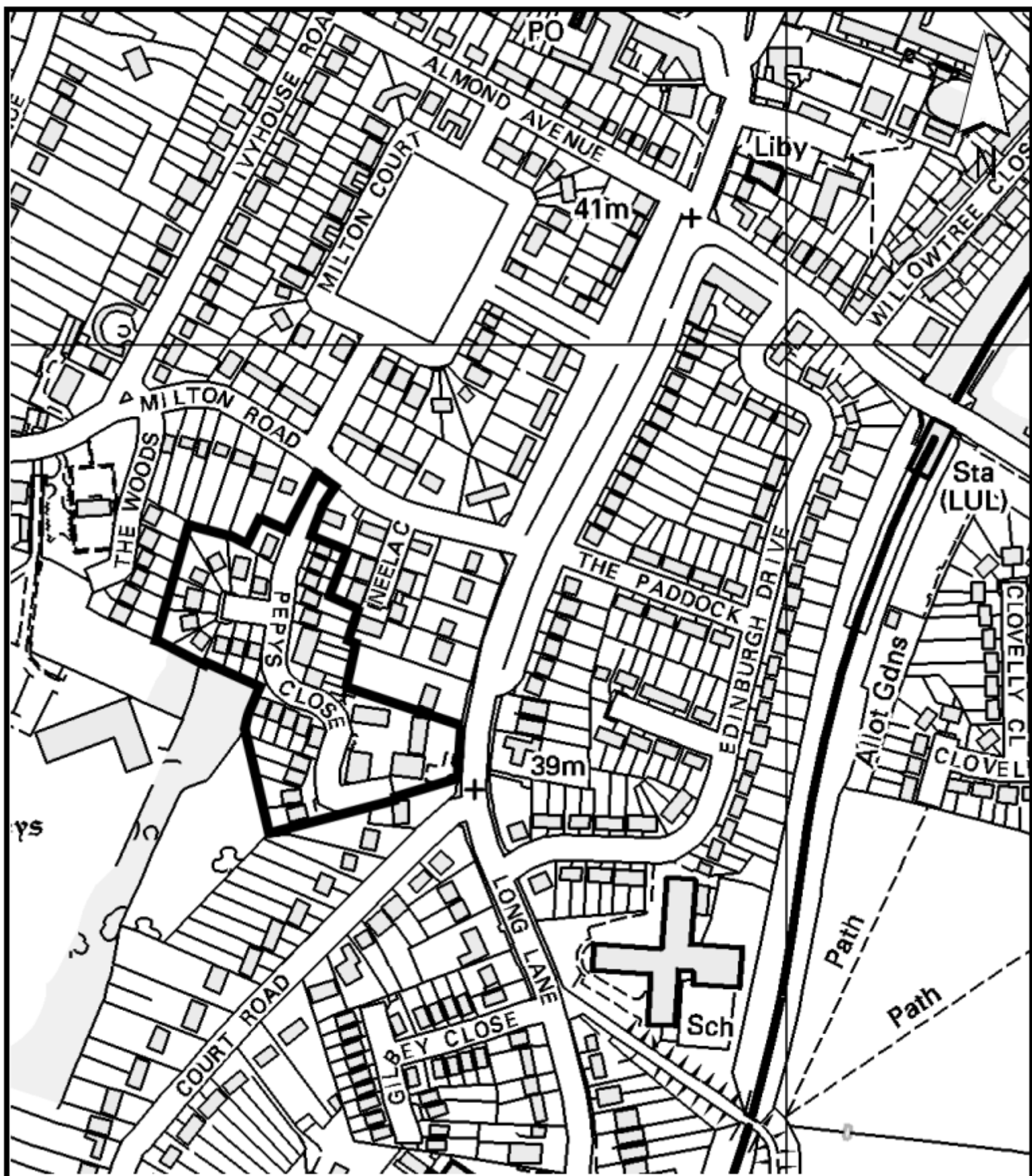
Corporate Property and Construction is in support of the recommendations in this report.

Relevant Service Groups

None at this stage.

BACKGROUND PAPERS

Petition received 15th December 2011



Pepys Close, Ickenham

Appendix A

Date January 2012

Scale 1:3,500



Extent of Pepys Close, Ickenham

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LONDON LORRY CONTROL SCHEME – PETITION TO SECURE COMPLIANCE

Cabinet Member	Councillor Keith Burrows
Cabinet Portfolio	Cabinet Member for Planning, Transportation and Recycling
Report Author	Alan Tilly Planning, Environment, Education and Community Services
Papers with report	Appendix A Classified Traffic Surveys B472 Joel Street Feb. 2012

HEADLINE INFORMATION

Purpose of report	To advise the Cabinet Member that a petition has been submitted asking the Council ' <i>to implement effective enforcement arrangements to secure compliance with the London Lorry Control Scheme that places restrictions on the movement of Heavy Goods Vehicles (over 18 tonnes) during the hours of 9pm – 7am on the majority of residential roads in the Borough.</i> '
Contribution to our plans and strategies	The petition will be considered within the context of the Council's Sustainable Community Strategy and the transport strategy set out in the Local Implementation Plan.
Financial Cost	None at this stage.
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward(s) affected	All.

RECOMMENDATION

That the Cabinet Member:

1. **Meets and discusses with petitioners their concerns regarding early morning noise intrusion caused by lorry movements along the B472 Joel Street, between Eastcote Village and Northwood Hills;**
2. **Notes the results of traffic surveys already carried out;**
3. **Notes the Borough's previous experience of participation in the London Lorry Control Scheme and instructs officers to review the costs and benefits of rejoining the Scheme taking into account evidence from petitioners, and to report back to him;**

- Instructs officers to carry out further investigation to establish whether the same heavy lorry is passing between 05:00 and 06:00 hours on a regular basis and its identity and to report back to him.**

INFORMATION

Reasons for recommendation

The petitioners' complaints and the results of the traffic survey indicate a need for the periodic monitoring of traffic along the B472 to ensure the volume and time that heavy vehicles pass does not unreasonably detract from residential amenity in a built up area. There may be a case to review membership of the London Lorry Control Scheme taking into account both the issues raised in the petition and how membership may conceivably be of wider benefit to the Council.

Alternative options considered

None at this stage.

Comments of Policy Overview Committee(s)

None at this stage.

Supporting Information

- In December 2011 an electronic ePetition with 49 signatures and a paper hard copy petition with 30 further signatures (79 in total) were submitted to the Council under the following terms:

We the undersigned petition the council to implement effective enforcement arrangements to secure compliance with the London Lorry Control Scheme that places restrictions on the movement of Heavy Goods Vehicles (over 18 tonnes) during the hours of 9pm - 7am on the majority of residential roads in the Borough.

- The note accompanying the ePetition on the Council's website states:
Many residents in Northwood, Northwood Hills, Eastcote and South Ruislip are currently having their quality of life undermined (sleep disturbed) as a result of the regular movements of 40 tonne articulated lorries travelling between the Watford area and South Ruislip at 5am. These journeys are illegal and both the operator could receive a £550 penalty charge notice and the driver £130 for each journey contravention.

How many other residents, in other parts of the borough, are also suffering from similar noise issues during anti-social hours?

The LB of Hillingdon has opted out of the pan London enforcement agreement yet failed to implement a viable enforcement alternative.

- Under the Greater London (Restriction of Goods Vehicles) Traffic Order the London Lorry Control Scheme regulates the movement of heavy goods vehicles over 18 tonnes

maximum gross weight on weekdays between 9pm and 7am and also over weekends from 1pm Saturday to 7am on Monday. The Traffic Order is designed to ensure that goods vehicles over 18 tonnes cannot use roads controlled by the Order during these times without prior permission. The aim is to help minimise noise pollution in residential areas during unsocial hours.

4. The Order also specifies a network of roads, usually main roads and access roads to industrial estates that are excluded from the Order, known as the 'Excluded Route Network' (ERN). During the prescribed hours goods vehicles with prior permission must travel along the ERN to the closest point to their destination then follow the shortest route along non ERN roads. Hauliers without permission cannot use non ERN roads at all. Decriminalised enforcement started in April 2004 and under the civil regime scheme, offenders receive Penalty Charge Notices (PCN) which are currently £550 for hauliers and £130 for drivers.
5. The order applies in all 33 London boroughs. Under the London Lorry Control Scheme 29 boroughs currently allow London Councils to manage and enforce the scheme on their behalf. London Boroughs taking part in the scheme must pay an annual fee calculated on a pro rata basis, the most recent cost quoted was £10,268.
6. The London Borough of Hillingdon is not a member of the scheme; this creates enforcement issues as the Council does not have details of those vehicles with permission to use non ERN roads. Without this information the Council is unable to enforce the Order since it can not distinguish between vehicles with and without permission to use non ERN roads. Barnet, Redbridge and Havering, all three of which like Hillingdon are outer London Boroughs are similarly not members of the scheme.
7. The Council was initially a member of the scheme but the then Transportation Sub Committee took the decision on 13 November 2001 to leave as it was dissatisfied with the management of the lorry ban and the value for money received, especially as the levels of enforcement appeared to be low and more heavily concentrated within boroughs further inside the GLA boundary.
8. The Cabinet Member for Planning and Transportation at the time reviewed this decision on 17 February 2003 and decided to remain withdrawn from the scheme. Apart from the petition currently under consideration the Council has not received many complaints regarding HGV movements, and therefore it has not been considered necessary to dedicate significant resources to this issue.
9. The petitioners' concerns are however a legitimate matter for the Council to address given that the police no longer have the powers to enforce restrictions on HGV traffic. The relevant report, decision (13 November 2001 Item 4) and Cabinet Member decision (17 February 2003) are attached to this report. The associated Cabinet Member report is available online through:

http://www.hillingdon.gov.uk/ctteedocs/old_executive_decisions/cab_planning/rep_cab_planning_31jan03.pdf.

10. To understand further the nature of the complaint the Cabinet Member will recall authorising automatic traffic counts which were carried out between 4 and 14 February 2012. The results are shown in Appendix A.
11. The findings appear to confirm the petitioners' assertion that heavy goods vehicles are travelling along Joel Street in the early morning, although their proportion of all traffic is very small. However it is still possible that even a single vehicle may cause sleep disturbance if it is moving at a time when background ambient noise levels are low. The complaints from residents and the initial investigations confirm this situation should be monitored and the Cabinet Member may decide that the Council's position regarding membership of the London Lorry Control Scheme reviewed.
12. It is therefore recommended that the Cabinet Member meets with the petitioners and listens to their evidence and on the basis of this considers authorising officers to undertake a more detailed assessment and to prepare a further report for his consideration on options for future undertakings.

Financial Implications

There are none associated with the recommendations to this report.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

It would allow officers to monitor the petitioners concerns and respond to any changes in the current situation. If at any point interventions are considered necessary, officers would have a good appreciation of the merits of joining the London Lorry Control Scheme in response.

Consultation Carried Out or Required

None at this stage.

CORPORATE IMPLICATIONS

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 Sustainable

Community Strategy and transport strategy 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.

Officers must ensure there is a full note of the main points discussed at the meeting with the petitioners.

Corporate Property & Construction

Corporate Property and Construction is in support of the recommendations in this report.

BACKGROUND PAPERS

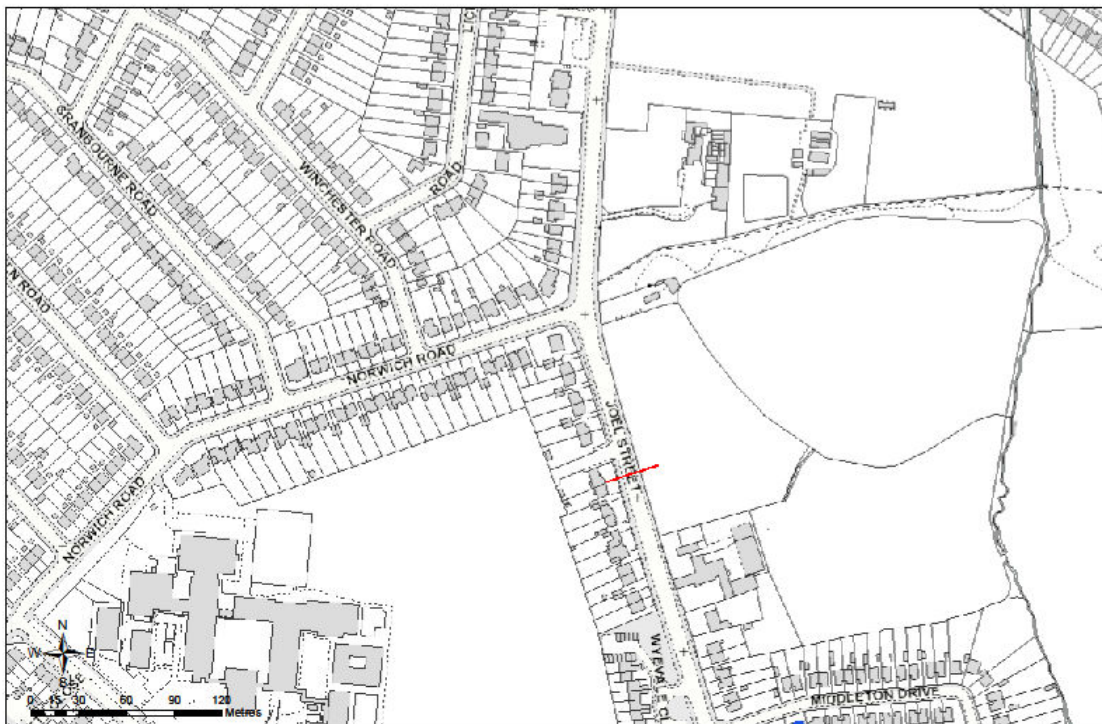
Transport Sub-Committee Decision List 13 November 2001

Cabinet Member Decision List - 17 February 2003

Classified Traffic Surveys B472 Joel Street February 2012

Background

Automatic 24 hour speed and class traffic surveys were carried out between 4 and 14 February 2012 on the A472 Joel Street at the location shown in the figure below.



Map Notes

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Over the period 5 February to 8 February the weather conditions on site were snowy and icy. Validation of the data revealed that this may have affected traffic flows and the results could not be considered representative, reliable data was however collected 9 to 13 February. The data presented in the tables and bar graphs below are the flows for this 5 day period averaged to represent a typical day.













The vehicle classifications used in the survey are shown in the table below.

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ARX Classification Scheme

ARX is a modification of AustRoads94. It removes class 12, moves all other classes up by one, and inserts a cycle class as class 1.

Level 1	Level 2		Level 3	ARX Classification			
Length	Axles and Groups		Vehicle Type	Class	Parameters	Dominant Vehicle	
Type	Axles	Groups	Description				
Short up to 5.5m	Light Vehicles						
	2	1 or 2	Very Short Bicycle or Motorcycle	MC	1	d(1) < 1.7m and axles = 2	
	2	1 or 2	Short Sedan, Wagon, 4WD, Utility, Light Van, Bicycle, Motorcycle, etc.	SV	2	d(1) >= 1.7m, d(1) <= 3.2m and axles = 2	
Medium 5.5m to 14.5m	3, 4 or 5	3	Short - Towing Trailer, Caravan, Boat, etc.	SVT	3	groups = 3, d(1) >= 2.1m, d(1) <= 3.2m, d(2) >= 2.1m and axles = 3,4,5	
	Heavy Vehicles						
	2	2	Two Axle Truck or Bus	TB2	4	d(1) > 3.2m and axles = 2	
	3	2	Three Axle Truck or Bus	TB3	5	axles = 3 and groups = 2	
	> 3	2	Four Axle Truck	T4	6	axles > 3 and groups = 2	
Long 11.5m to 19.0m	3	3	Three Axle Articulated Three axle articulated vehicle or Rigid vehicle and trailer	ART3	7	d(1) > 3.2m, axles = 3 and groups = 3	
	4	> 2	Four Axle Articulated Four axle articulated vehicle or Rigid vehicle and trailer	ART4	8	d(2) < 2.1m or d(1) < 2.1m or d(1) > 3.2m axles = 4 and groups > 2	
	5	> 2	Five Axle Articulated Five axle articulated vehicle or Rigid vehicle and trailer	ART5	9	d(2) < 2.1m or d(1) < 2.1m or d(1) > 3.2m axles = 5 and groups > 2	
	>= 6	> 2	Six Axle Articulated Six (or more) axle articulated vehicle or Rigid vehicle and trailer	ART6	10	axles = 6 and groups > 2 or axles > 6 and groups = 3	
Medium and Long Combination Over 17.5m	> 6	4	B Double B Double or Heavy truck and trailer	BD	11	groups = 4 and axles > 6	
	> 6	>=5	Double or Triple Road Train Double road train or Heavy truck and two trailers	DRT	12	groups = 5 or 6 and axles > 6	
Ungrouped Classes							
			Unclassifiable Vehicle		13		
			Unclassifiable Axle Event		0		

Group: Axle group, where adjacent axles are less than 2.1m apart

Groups: Number of axle groups

Axles: Number of axles (maximum axle spacing of 10.0m)

d(1): Distance between first and second axle

d(2): Distance between second and third axle

Analysis

To allow the data to be interpreted, vehicle classes 1 to 4 have been combined and defined as light vehicles, all other vehicle classes (5 to 12) are referred to as heavy vehicles. Heavy vehicles are more likely to be the source of complaint passing through residential areas.

Over the 5 day survey period 13,746 vehicles were counted, of which 81 or 0.6% of all traffic were heavy vehicles.

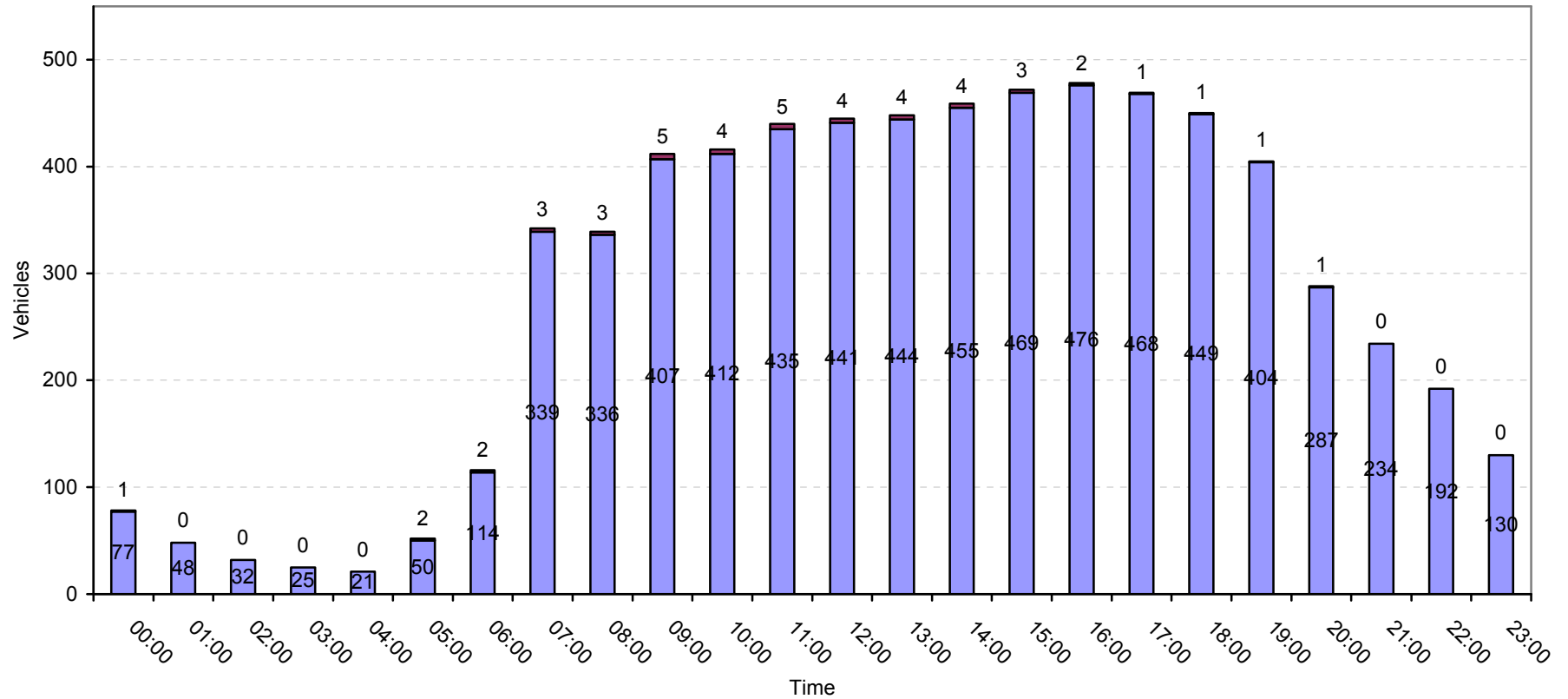
Noise disturbance from road traffic is perceived to be greater at night time when background ambient noise levels are lower. Over the period 19:00 to 07:00 hours, a combined total of 19 heavy vehicles passed, of which 12 were travelling southbound and 7 northbound. This represents 0.6% of all traffic passing at this time. Two heavy vehicles passed in either direction between 05:00 and 06:00 hours.

Time	Northbound		Southbound		Combined 2 way flow	
	Light vehicles	Heavy vehicles	Light vehicles	Heavy vehicles	Light vehicles	Heavy vehicles
00:00	77	1	73	1	150	1
01:00	48	0	44	0	92	0
02:00	32	0	32	0	63	0
03:00	25	0	22	0	47	0
04:00	21	0	24	2	45	2
05:00	50	2	59	2	109	4
06:00	114	2	173	2	288	4
07:00	339	3	290	1	629	4
08:00	336	3	399	4	735	7
09:00	407	5	385	2	792	7
10:00	412	4	411	3	823	7
11:00	435	5	443	2	878	7
12:00	441	4	482	3	923	7
13:00	444	4	458	3	902	7
14:00	455	4	437	3	892	6
15:00	469	3	511	1	979	4
16:00	476	2	498	2	974	3
17:00	468	1	493	0	961	2
18:00	449	1	464	1	913	2
19:00	404	1	391	1	795	2
20:00	287	1	292	1	579	2
21:00	234	0	231	1	464	1

22:00	192	0	185	0	377	1
23:00	130	0	124	2	254	

The findings of the survey do confirm some occasional instances of heavy vehicles travelling along the B472 during the evening and early morning, however the number doing so as a proportion of all traffic is considered very small.

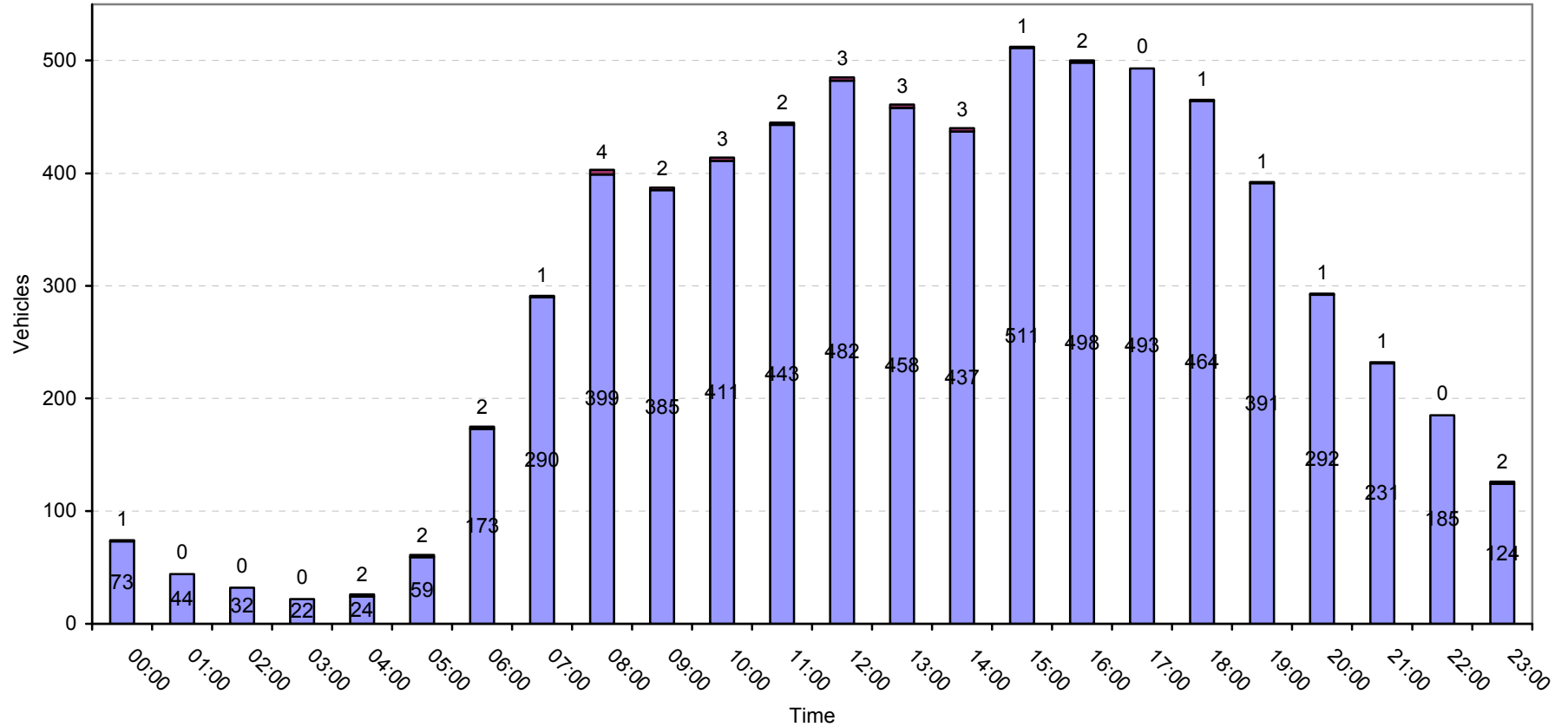
Volume and classification northbound



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Light vehicles northbound Heavy vehicles northbound

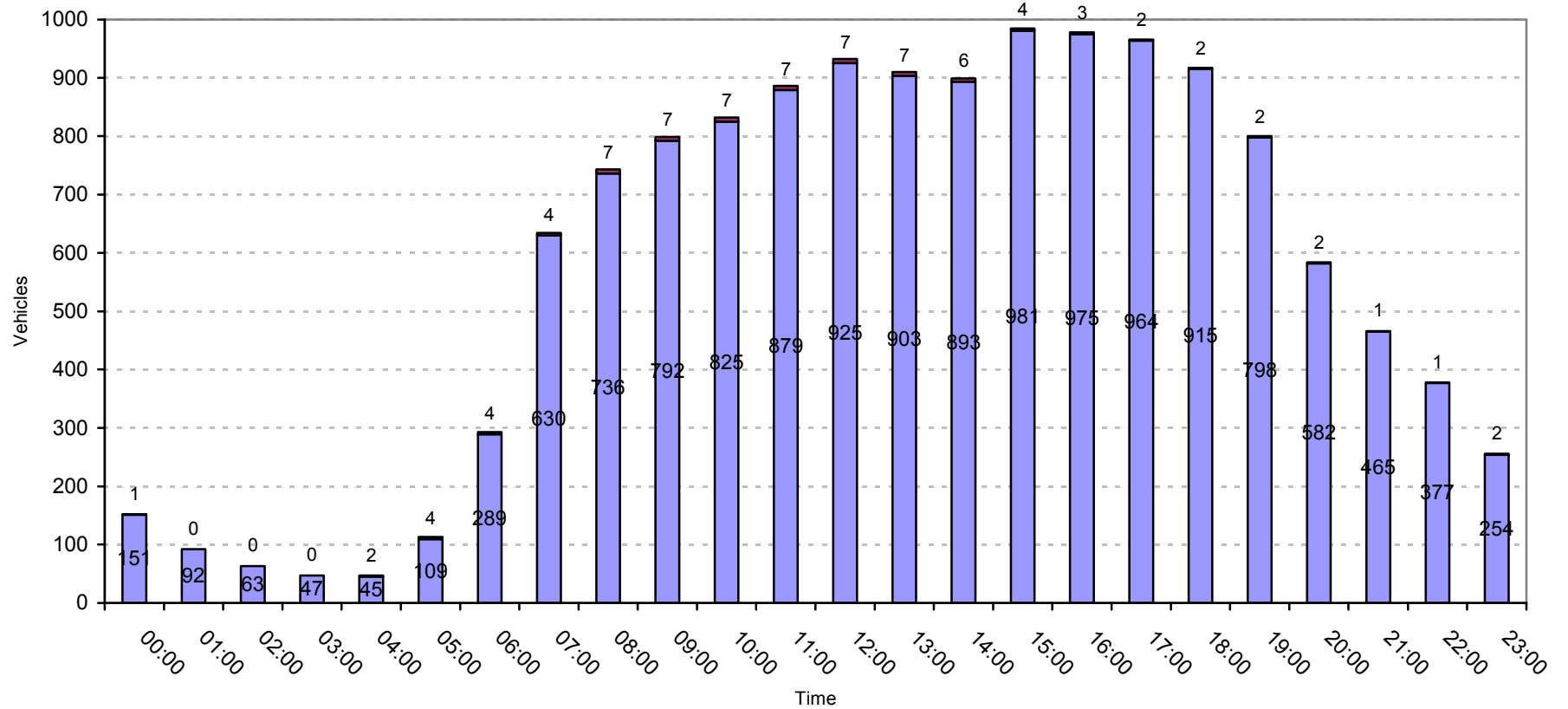
Volume and classification southbound



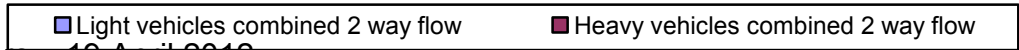
PART 1 – MEMBERS, PUBLIC AND PRESS

Light vehicles southbound Heavy vehicles southbound

Volume and classification combined 2 way flow



PART 1 – MEMBERS, PUBLIC AND PRESS



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