



HILLINGDON  
LONDON



# Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

**Date:** WEDNESDAY, 19  
FEBRUARY 2014

**Time:** 7.00 PM

**Venue:** COMMITTEE ROOM 5 -  
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:** Monday, 10 February 2014

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# Agenda

## CHAIRMAN'S ANNOUNCEMENTS

### PART 1 - MEMBERS, PUBLIC AND PRESS MAY ATTEND

- 1 Declarations of Interest in matters coming before this meeting
- 2 To confirm that the business of the meeting will take place in public.
- 3 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.

	<b>Start Time</b>	<b>Title of Report</b>	<b>Ward</b>	<b>Page</b>
<b>4</b>	7pm	Ladygate Lane, Ruislip - Petition requesting traffic calming measures	West Ruislip	1 - 8
<b>5</b>	7.15pm	Walnut Way, Ruislip - Petition requesting residents only parking	South Ruislip	9 - 16
<b>6</b>	7.30pm	Oakdale Avenue, Northwood Hills - Petition requesting residents only parking	Northwood Hills	17 - 22

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## LADYGATE LANE, RUISLIP - PETITION REQUESTING TRAFFIC CALMING MEASURES

<b>Cabinet Member(s)</b>	Councillor Keith Burrows
<b>Cabinet Portfolio(s)</b>	Cabinet Member for Planning, Transportation and Recycling
<b>Officer Contact(s)</b>	Steven Austin Residents Services Directorate
<b>Papers with report</b>	Appendix A

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition asking for traffic calming measures on Ladygate Lane, Ruislip.
<b>Contribution to our plans and strategies</b>	The request can be considered as part of the Council's Road Safety Programme.
<b>Financial Cost</b>	There are no direct costs associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services.
<b>Ward(s) affected</b>	West Ruislip

### 2. RECOMMENDATION

That the Cabinet Member:

- 1. Meets with petitioners and considers their request for traffic calming measures in Ladygate Lane, Ruislip.**
- 2. Subject to the above, asks officers to undertake a 24/7 speed and traffic volume survey at locations on Ladygate Lane to be agreed with the petitioners and to report the results back to the Cabinet Member and Local Ward Councillors.**
- 3. Subject to the above asks officers to add the petitioners' request to the Council's Road Safety Programme for further investigation into possible traffic calming measures.**

**Reasons for recommendation**

The petition hearing will provide a valuable opportunity to hear directly from the petitioners of their concerns and suggestions.

### **Alternative options considered / risk management**

None at this stage.

### **Policy Overview Committee comments**

None at this stage

## **3. INFORMATION**

### **Supporting Information**

1. A petition with a total of 69 signatures, of which 39 are deemed valid in terms of the Council's Constitution, has been submitted to the Council. The signatures are mainly by residents who live in Ladygate Lane, Ruislip but the petition has also been signed by residents in surrounding roads, all of them asking for traffic calming measures to be introduced in Ladygate Lane, Ruislip.
2. In an accompanying letter submitted with the petition, residents highlight their major concerns as being the speed of vehicles using the road and the difficulties in exiting Ladygate Lane at its junction with Bury Street.
3. As residents have rightly pointed out, Ladygate Lane is a mainly residential road which serves Whiteheath Junior and Infant School and is an attractive route for vehicles travelling from the Ruislip/ Northwood/ Pinner areas to access the A40 and beyond. The road is served by the 331 bus route and is categorised as one of the Hillingdon's "link roads" which connect the Borough's main distributor routes to the secondary distributor road network. A plan of the area is attached as Appendix A to this report.
4. Ladygate Lane is a road of two halves which whilst they carry the same traffic have arguably distinct characteristics. The section from the junctions with Bury Street and with Whiteheath Avenue is quite wide, with deceptive sweeping sections past the various side road junctions in between, some of which have less than optimum visibility (such as Marlborough Avenue). The reasonably generous width of the road and the relatively low levels of on-street parking in this section are conducive to higher traffic speeds.
5. To the north of Whiteheath Avenue, Ladygate Lane remains reasonably wide for a short section but beyond the junction with Westwood Close becomes considerably narrower and continues in this vein as far as the junction with Breakspear Road. This section experiences much heavier on street parking, especially at peak school drop-off and pick-up times. Some houses in this northern end have comparatively less off street parking and consequently on-street parking levels tend to be higher at all times. Parking space is constrained by the presence of the 331 bus stops here and possibly some overflow parking from Leaholme Waye.
6. Previous improvements undertaken in Ladygate Lane include the introduction of a Zebra Crossing with special high-conspicuity 'Zebrite' Belisha Beacons near the main front entrance to the school and the inclusion of a site facing southbound traffic near the Bowls Club within the

Council's 'Vehicle Activated Sign' programme. The latter, as the Cabinet Member will be aware, involves the erection of an illuminated electronic signs with an inbuilt vehicle detector which flashes a warning to the drivers of approaching vehicles to advise them to slow down.

7. Experience has shown that these signs tend to be more effective when they are periodically moved to other sites and brought back again at intervals, in order to avoid them having less of an impact due to drivers becoming overly familiar with them. The necessary electrical post, supply and secure socket have been provided in Ladygate Lane, which constitute the principal costs of the installation work, and the sign has already been deployed in the road on a number of separate occasions.

8. Petitioners have raised two main issues in their petition through which they helpfully make some very useful suggestions to mitigate their concerns. The first issue they have raised is with vehicle speeds, which they suggest could be addressed by the introduction of traffic calming measures such as "*speed humps, width restrictions and rumble strips*". The petitioners have suggested that vehicle speed is not only an issue when the traffic is relatively light but also at school pick up and dropping off times.

9. It is therefore recommended that the Cabinet Member asks officers to commission independent 24/7 speed and traffic surveys at locations agreed with petitioners. These surveys usually take the form of "road tubes" that are placed across the carriageway to record vehicle types, speeds and volumes over an extended period of at least seven days on a 24 hour a day basis. This data captured will from the basis of any traffic calming measures the Council is able to recommend.

10. The second major concern raised by petitioners is the difficulty in exiting Ladygate Lane at its junction with Bury Street. Similarly residents have eloquently highlighted some of the issues at this junction and again they have suggested some logical solutions to the problem which includes improved sightlines, traffic signals or a mini roundabout.

11. As the Cabinet Member will be aware, this junction has been subject to previous studies and proposals to signalise this junction met with significant local opposition in the form of a petition. Transport for London (TfL), the body responsible for all traffic signals in London, also discounted signalising this junction due to the impact they would have on traffic flow in the surrounding road network and a combination of technical difficulties identified at this location.

12. The visibility distance to the right when exiting Ladygate Lane on to Bury Street is restricted by the wall, trees and hedges of the Larchmont development (all features which were retained as a legacy of the former property). This, in conjunction with the limited carriageway width and narrow footways would appear also to eliminate the possibility of a mini-roundabout at this junction but the Cabinet Member may be minded to ask officers to explore this option in greater detail and report back to him.

13. Officers have undertaken a review of the police accident database with regard to Ladygate Lane. As the Cabinet Member will be aware, this database holds records of all accidents involving some degree of personal injury which derive from the reports of police officers who attend site in the immediate aftermath of the accident in question.

14. The records show that in the most recent years for which data is available (to August 2013), there have been two lone vehicle accidents in Ladygate Lane, both involving loss of

control by the driver. In one of these, a driver (a 60 year old female) appears to have become unwell whilst at the wheel and struck a lamp column (near the school). The other accident was near the junction with Glenfield Crescent where the driver (a 79 year old male) lost control through poor visibility through a misted-up windscreen and so collided with a telegraph pole. Both incidents took place in dark conditions. It may be concluded that speeding was not a significant factor in either of these.

15. To summarise, it is recommended that the Cabinet Member discusses with petitioners their concerns and subject to the outcome of these, agree locations where 24/7 speed and volume surveys could be undertaken. It is also suggested that the Cabinet Member asks officers from the Road Safety and School Travel Team to liaise directly with the school to look at initiatives to promote more sustainable modes of transport to and from the school.

### **Financial Implications**

There are no financial implications associated with the recommendations to this report. If after further investigation any measures are subsequently approved by the Council, funding would need to be identified from a suitable source.

## **4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES**

### **What will be the effect of the recommendation?**

To allow the Cabinet Member an opportunity to discuss in detail with petitioners their concerns

### **Consultation Carried Out or Required**

None at this stage.

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

Corporate finance has reviewed the above report and concurs with the financial implications stated above.

### **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 consultation.

In considering any informal consultation responses, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer recommendation. The decision maker must be satisfied that responses from the public are conscientiously taken into account.



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

### **Corporate Property and Construction**

There are no property implications arising from the recommendations set out in this report.

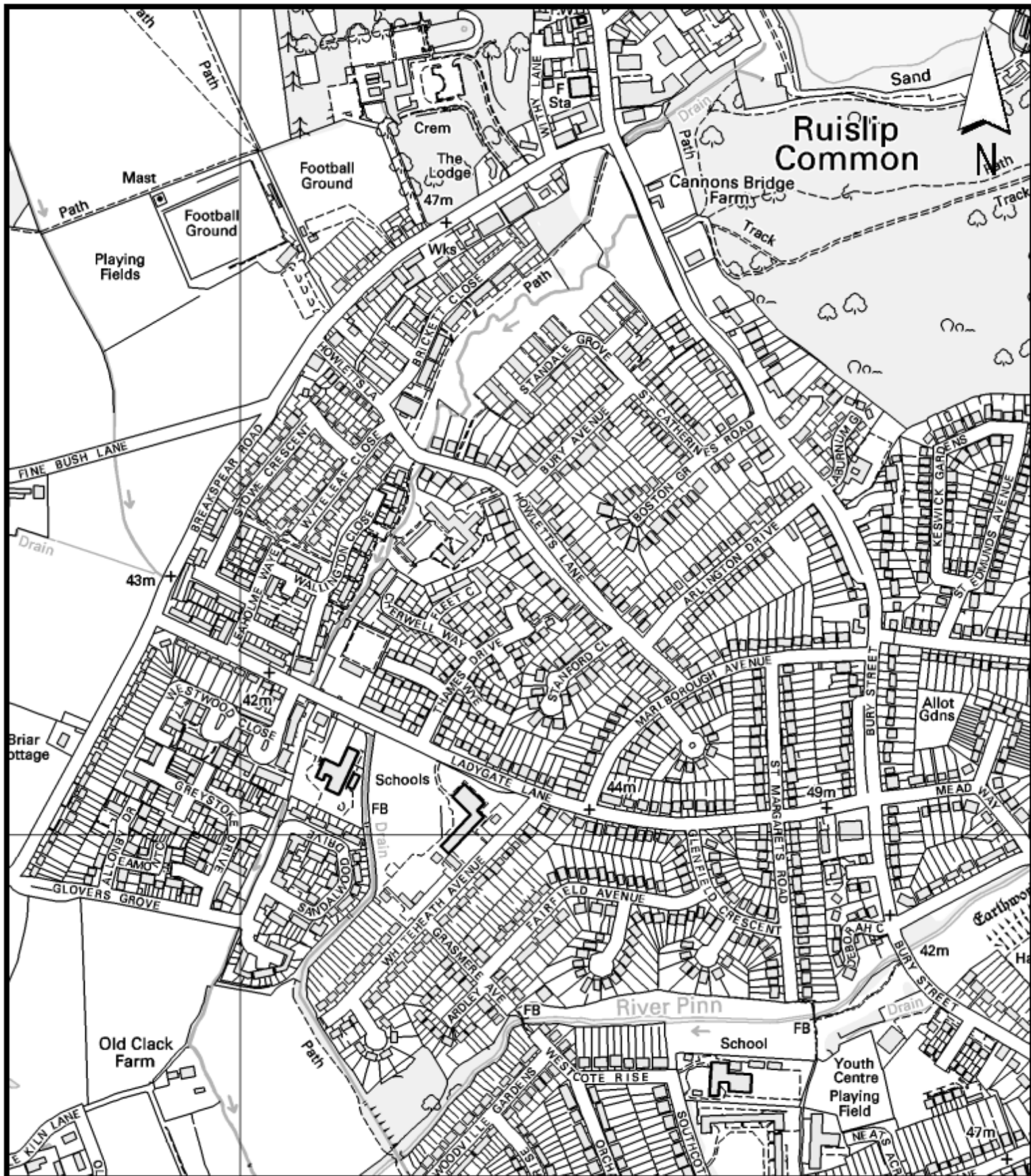
### **Relevant Service Groups**

None at this stage

## **6. BACKGROUND PAPERS**

Nil

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# Ladygate Lane, Ruislip Location Plan

# Appendix A

Date January 2014

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## PETITION REQUESTING RESIDENTS ONLY PARKING IN WALNUT WAY, RUISLIP

<b>Cabinet Member(s)</b>	Councillor Keith Burrows
<b>Cabinet Portfolio(s)</b>	Cabinet Member for Planning, Transportation and Recycling
<b>Officer Contact(s)</b>	Kevin Urquhart Residents Services
<b>Papers with report</b>	Appendices A and B

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition requesting residents' parking to be introduced in Walnut Way, Ruislip.
<b>Contribution to our plans and strategies</b>	The request can be considered in relation to the Council's strategy for on-street parking controls.
<b>Financial Cost</b>	There are no financial implications associated with the recommendation to this report.
<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services.
<b>Ward(s) affected</b>	South Ruislip

### 2. RECOMMENDATION

That the Cabinet Member:

1. Discusses with petitioners and listens to their request for parking restrictions in Walnut Way, Ruislip.
2. Explains to petitioners that the existing proposals for a Parking Management Scheme in Walnut Way appear to maximise the overall amount of kerbside space for parking without causing obstruction but were previously rejected during the formal consultation process.
3. Notes that the scheme shown in this report was previously the subject of a statutory consultation and unfortunately drew a small response with a majority opposed to the proposals. On this basis, the scheme was never further progressed at that stage.

**4. Decides whether a scheme for Walnut Way should be included under the Council's future parking scheme programme for further consultation when resources permit.**

#### **Reasons for recommendation**

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

#### **Alternative options considered / risk management**

These will be discussed with petitioners.

#### **Policy Overview Committee comments**

None at this stage.

### **3. INFORMATION**

#### **Supporting Information**

1. A petition with 34 signatures has been submitted to the Council with the following heading:

*"Petition from residents of Walnut Way to be part of the South Ruislip Parking Management Scheme."*

2. Walnut Way is a residential road off Mahlon Avenue, South Ruislip. Due to the close proximity to South Ruislip Underground Station and extent of the nearby South Ruislip Parking Management Scheme, Walnut Way would appear to be an attractive area for non-residents to park. The location of Walnut Way and the extent of the South Ruislip Parking Management Scheme is indicated on the plan attached as Appendix A.

3. This petition has been signed by 34 households of Walnut Way which represents approximately 71% of the total number of households in the road.

4. The Cabinet Member will be aware that an extension to the South Ruislip Parking Management Scheme was proposed in Walnut Way and nearby Masson Avenue in May 2013. Attached as Appendix B to this report is a plan of the detailed design that was developed for the road and on the basis of which residents were formally consulted. During the consultation the responses from Walnut Way indicated that three residents supported the scheme and one was against the scheme. However, three other residents felt the proposed scheme would not provide enough parking for residents. These residents were effectively asking for parking to be considered on both sides of the road. Unfortunately it was not possible to recommend parking on both sides of Walnut Way as the total road width is between 5.9 and 6.1 metres, which is not enough space to allow for parking on both sides whilst still leaving enough remaining road width for a fire tender. As it was not possible to accommodate the suggestions made by residents' as part of these proposals it was recommended that the proposed scheme for Walnut Way be deferred.

5. As the Council has only recently consulted on proposals which were mainly rejected by the majority who responded to the consultation, it is 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 for future consultation. It is also recommended that the previous proposals indicated on Appendix B are discussed with petitioners and the reasons understood why more parking could not be considered in this street.

### **Financial Implications**

There are none associated with the recommendations to this report, however if the Council were to consider the introduction of parking restrictions in Walnut Way, funding would need to be identified from a suitable source.

## **4. 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 have to address these concerns.

### **Consultation Carried Out or Required**

The Council has previously carried out statutory consultation to introduce an extension to the South Ruislip Parking Management Scheme in Walnut Way, however these proposals were subsequently deferred due to the lack of support. Should the Council now propose parking restrictions in Walnut Way, formal consultation will be carried out with residents to establish if there is overall support for a scheme.

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

None at this stage.

### **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 consultation.

In considering any informal consultation responses, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer recommendation. The Cabinet Member must be satisfied that responses from the public are conscientiously taken into account.

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

## **Corporate Property and Construction**

None at this stage.

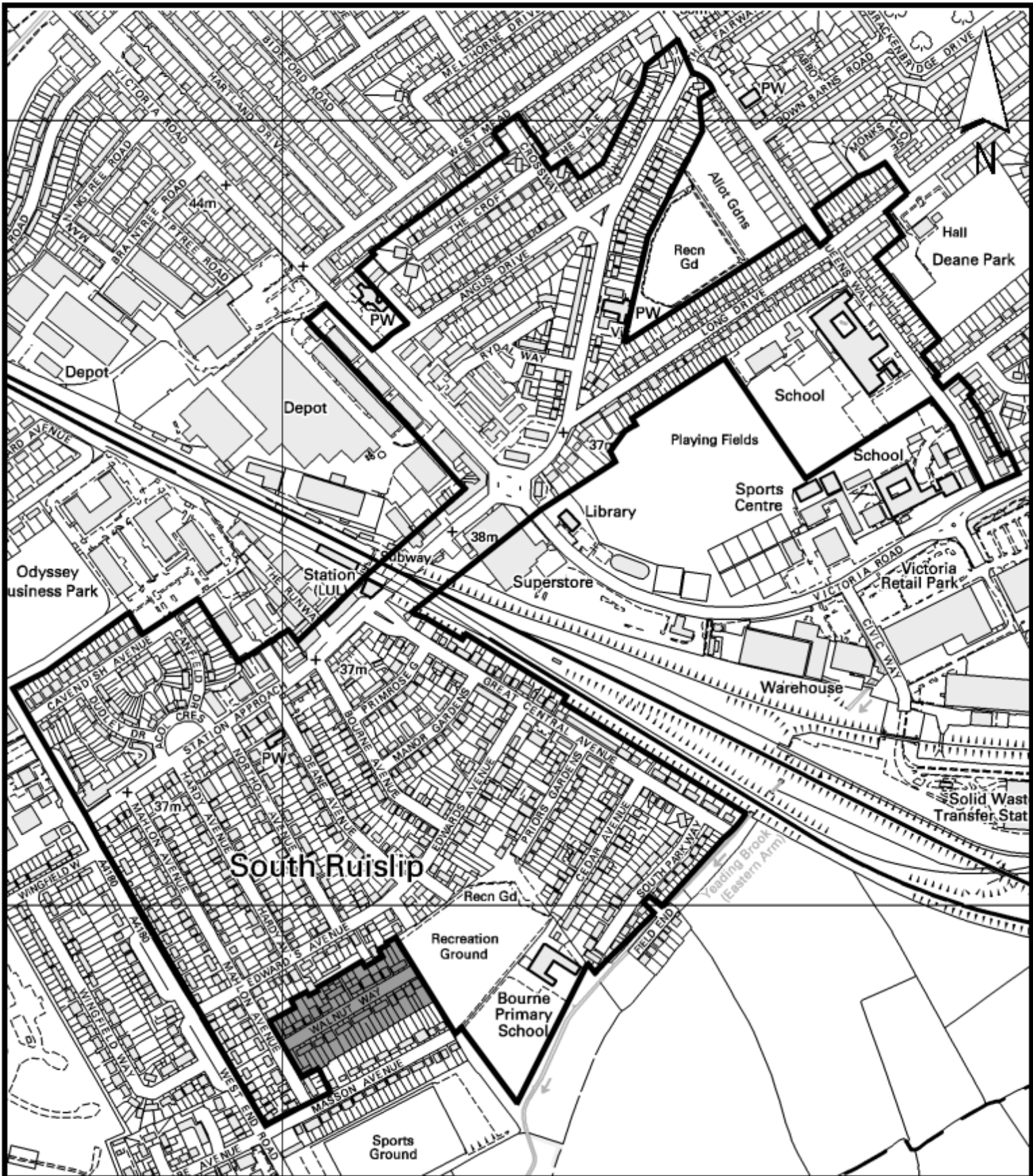
## **Relevant Service Groups**

None at this stage.

## **6. BACKGROUND PAPERS**

Nil





# South Ruislip Parking Management Scheme

# Appendix A

Date December 2013

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Extent of the South Ruislip Parking Management Scheme



Extent of Walnut Way

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- KEY**
- EXISTING YELLOW LINE
  - NEW SINGLE YELLOW LINE & TERMINAL
  - NEW DOUBLE YELLOW LINE & TERMINAL
  - PAY AND DISPLAY AND PERMIT HOLDERS
  - PERMIT HOLDER ONLY BAY
  - CROSSOVER
  - SIGNPOST
  - NEW SIGNPOST
  - LAMP COLUMN
  - PERMIT HOLDER ONLY SIGN
  - PERMIT OR TICKET HOLDER
  - ZONE ENTRY SIGN
  - ZONE EXIT SIGN
  - REMOVE SIGN
  - PARKING BAYS ARE 2m WIDE UNLESS NOTED
  - NEW TICKET MACHINE

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**Walnut Way,  
 Ruislip**

**Proposal extension  
 to the South Ruislip  
 PMS**

**Proposals  
 advertised 22nd  
 May to 12th June  
 2013**

Scale	NTS	Designed	Drawn	Date
		KU	KU	25/04/13

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## PETITION REQUESTING RESIDENTS ONLY PARKING IN OAKDALE AVENUE, NORTHWOOD HILLS

<b>Cabinet Member(s)</b>	Councillor Keith Burrows
<b>Cabinet Portfolio(s)</b>	Cabinet Member for Planning, Transportation and Recycling
<b>Officer Contact(s)</b>	Kevin Urquhart Residents Services
<b>Papers with report</b>	Appendix A

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition requesting residents' parking to be introduced in Oakdale Avenue, Northwood Hills.
<b>Contribution to our plans and strategies</b>	The request can be considered in relation to the Council's strategy for on-street parking controls.
<b>Financial Cost</b>	There are no financial implications associated with the recommendation to this report.
<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services.
<b>Ward(s) affected</b>	Northwood Hills

### 2. RECOMMENDATION

That the Cabinet Member:

- 1. Discusses with petitioners and listens to their request for parking restrictions in Oakdale Avenue, Northwood Hills.**
- 2. Decides if the request for parking restrictions in Oakdale Avenue should be added to the Council's future parking scheme programme for further investigation and more detailed consultation with residents when resources permit.**

#### **Reasons for recommendation**

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

## **Alternative options considered / risk management**

These will be discussed with petitioners.

## **Policy Overview Committee comments**

None at this stage

## **3. INFORMATION**

### **Supporting Information**

1. A petition with 37 signatures has been submitted to the Council requesting parking restrictions to be considered in Oakdale Avenue, Northwood Hills. In the covering letter the lead petitioner explains the difficulties that residents are experiencing with non-residential parking relating to local businesses, the nearby Jehovah Witness Kingdom Hall and commuter parking due to the close proximity of the Northwood Hills Underground Station and shops.
2. Oakdale Avenue is a narrow street that runs parallel to the rear of the properties along the eastern side of Joel Street, Northwood Hills between Pinner Road and Briarwood Drive. The properties that make up Oakdale Avenue are a mixture of residential flats, businesses and a meeting hall. The location of Oakdale Avenue is indicated on the plan attached as Appendix A.
3. This petition has been signed by 23 of the residential properties of Oakdale Avenue which represents approximately 74% of the total number of households in the road.
4. The Cabinet Member will be aware that past consultations for parking restrictions in Northwood Hills area received little support from the local community. The Cabinet Member will be aware of the sensitivities with the introduction of new Parking Management Schemes because of the risk that solving the parking issues in a single road may lead to displacement of the problem into an adjacent road. For this reason Parking Management Schemes are usually more suitable when they cover a carefully defined area with a number of roads. As a result the only parking scheme that has been introduced in this area in recent years is the 'Stop & Shop' Parking Scheme along Joel Street to provide short stay parking for the benefit of visitors to the town centre. However, it is appreciated that views can change over time and that the present petition has been supported by the majority of households in Oakdale Avenue.
5. It is 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 Oakdale Avenue and possible other nearby roads agreed in liaison with local Ward Councillors to establish the overall level of support for parking restrictions. The outcome of this consultation would then 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 recommendations to this report, however if the Council were to consider the introduction of parking restrictions in Oakdale Avenue, funding would need to be identified from a suitable source.

## **4. 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 have to address these concerns.

### **Consultation Carried Out or Required**

If the Council subsequently investigates the feasibility to introduce parking restrictions in Oakdale Avenue, consultation will be carried out with residents to establish if there is overall support.

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

Corporate Finance has reviewed this report and confirms that there are no direct financial implications arising from the recommendations set out above.

### **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 consultation.

In considering any informal consultation responses, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer recommendation. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

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

### **Corporate Property and Construction**

There are no property implications arising from the recommendations set out in this report.

### **Relevant Service Groups**

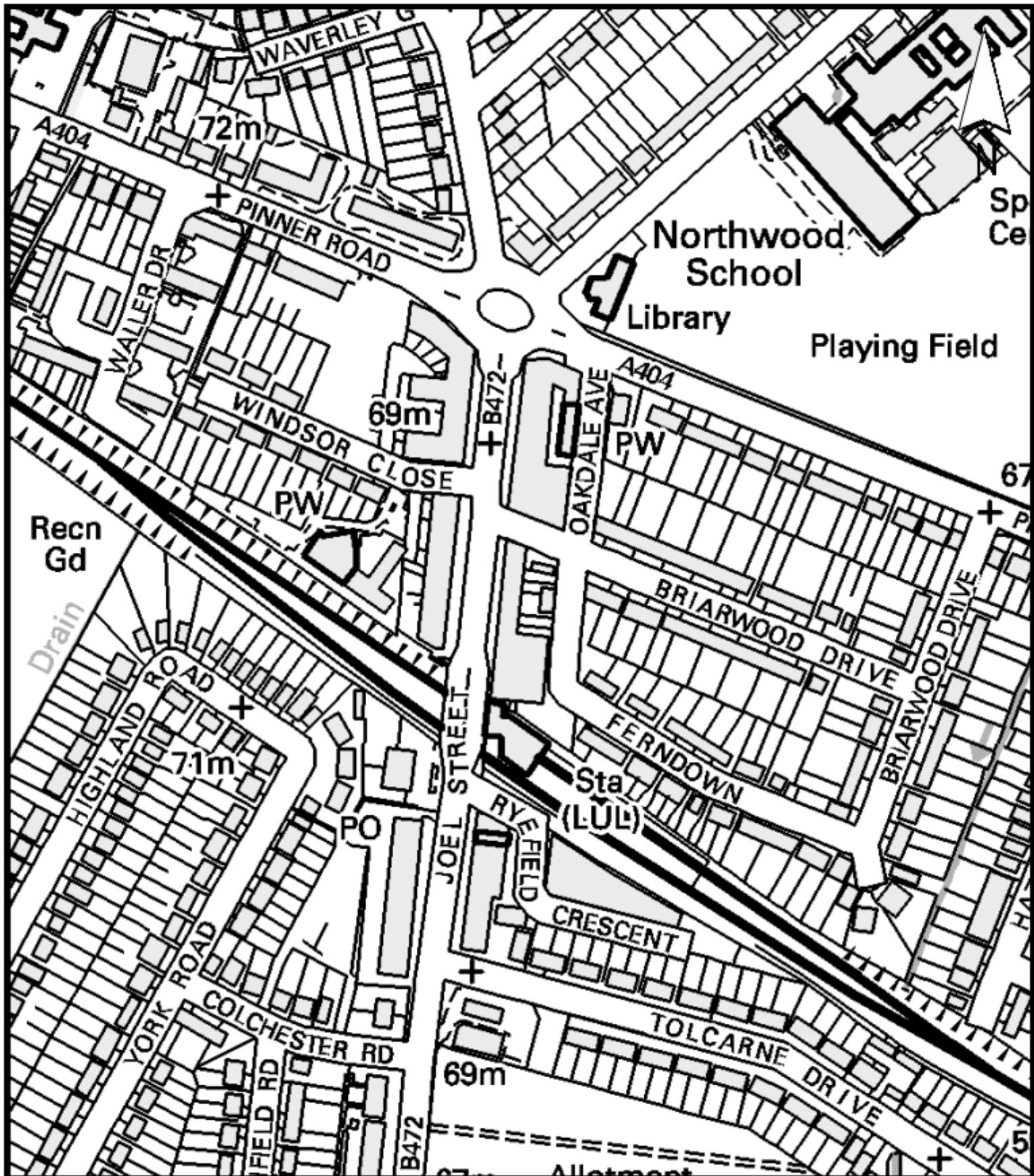
None at this stage.

## **6. BACKGROUND PAPERS**

Nil

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Location Plan  
Oakdale Avenue, Northwood Hills

Appendix A

Date January 2014

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