



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

Date: WEDNESDAY, 15
OCTOBER 2014

Time: 7.00 PM

Venue: COMMITTEE ROOM 4 -
CIVIC CENTRE, HIGH
STREET, UXBRIDGE UB8
1UW

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

Cabinet Member hearing the petitions:

Keith Burrows, Cabinet Member for
Planning, Transportation and Recycling
(Chairman)

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.

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large print or on audio tape.
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information.**

Published: Tuesday, 7 October 2014

Contact: Charles Francis, Democratic
Services Officer
Tel: 01895 556454
Fax: 01895 277373
Email: cfrancis@hillington.gov.uk

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Lloyd White
Head of Democratic Services
London Borough of Hillingdon,
3E/05, Civic Centre, High Street, Uxbridge, UB8 1UW
www.hillingdon.gov.uk

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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.

	Start Time	Title of Report	Ward	Page
4	7:00pm	Petition requesting residents only parking in Burnham Avenue, Glebe Avenue, Milverton Drive and Sussex Road, Ickenham	Ickenham	1 - 6
5	7:00pm	Swakeleys Road, Ickenham, petition requesting a pedestrian crossing	Ickenham	7 - 12
6	7:30pm	Petition requesting the removal of granite block safety hazards in Ryefield Avenue	Hillingdon East	13 - 20
7	8:00pm	Petition requesting resident's only parking in Woodhouse Close, Hayes	Pinkwell	21 - 24
8	8:00pm	Royal Lane, Hillingdon - petition requesting traffic calming measures	Brunel	25 - 30

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PETITION REQUESTING RESIDENTS ONLY PARKING IN BURNHAM AVENUE, GLEBE AVENUE, MILVERTON DRIVE & SUSSEX ROAD, ICKENHAM

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

1. HEADLINE INFORMATION

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

2. RECOMMENDATION

That the Cabinet Member:

1. Discusses with petitioners and listens to their request for residents only parking in Burnham Avenue, Glebe Avenue, Milverton Drive & Sussex Road, Ickenham
2. Informs petitioners that all roads mentioned in this petition have already been included in a planned area wide consultation for options to address non-residential parking. The outcome of this consultation will be reported to the Cabinet Member to consider in due course.

Reasons for recommendation

To allow the Cabinet Member to discuss with petitioners their concerns and inform residents of the planned consultation that will be taking place.

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 36 signatures has been submitted asking the Council to consider implementing a residents' permit parking scheme to prevent non-residential parking due to the close proximity of Glebe Primary School and displaced parking from the recent extension to the Ickenham Parking Management Scheme.
2. Burnham Avenue, Glebe Avenue, Milverton Drive and Sussex Road are residential streets situated close to Ickenham Underground Station and Glebe Primary School. As a result these roads form an attractive area for non-residents to park. A plan of the area is indicated on the plan attached as Appendix A.
3. This petition has been signed predominantly by residents of Milverton Drive but also by a combination of residents from nearby Burnham Avenue, Glebe Avenue and Sussex Road who are likely to be experiencing the same issues with parking.
4. Petitioners have indicated they would like to see a residents' parking scheme with unlimited parking permits for residents. As the Cabinet Member will be aware the Council has adopted a Borough-wide policy for Parking Management Schemes which has been in place for many years. It is the Council's current policy to provide residents with a permit for the first vehicle for free, permits for each additional vehicle are charged at £40 per year. Residents also receive 10 visitor vouchers free of charge annually and further additional vouchers can be purchased at the price of £5 for a book of 10.
5. The Cabinet Member will be aware that the Ickenham Parking Management Scheme has gradually expanded since starting in Willow Tree Close, in March 2011. Over time, residents of surrounding roads have seen the benefits of the scheme and consequently other roads have slowly been added to the scheme after going through the usual consultation processes. Following the most recent extension to the scheme in July this year, the Council has received a number of petitions and individual requests from residents asking for parking restrictions to be considered for their street. This has led the Council to prepare an area wide consultation in roads agreed in liaison with the local Ward Councillors. This consultation will provide residents with the option of

either a Parking Management Scheme, limited time waiting restriction or a third option of no change to the current parking arrangements.

6. It is therefore recommended that the Cabinet Member discusses with petitioners their concerns and explains that the Council already intends to consult the residents Burnham Avenue, Glebe Avenue, Milverton Drive and Sussex Road in a planned area wide consultation for possible parking restrictions. The consultation will establish the overall level of support for parking restrictions and the type and layout of the scheme. 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 recommendations to this report, however, if the Council were to consider the introduction of parking restrictions in Burnham Avenue, Glebe Avenue, Milverton Drive and Sussex Road 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 is currently in the process of consulting residents to establish if there is overall support for parking restrictions.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate finance has reviewed the report and concurs with the financial implications detailed 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 non-statutory 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. 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 add the request to either the Council's overall parking programme or the Council's Road Safety Programme for subsequent investigation there will need to be consideration of Highways Act 1980, 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

There are no corporate property and construction implications arising from the recommendations in this report.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received – 22nd July 2014



Burnham Avenue, Glebe Avenue, Milverton Drive & Sussex Road, Ickenham - Area plan

Appendix A

Date September 2014

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SWAKELEYS ROAD, ICKENHAM - PETITION REQUESTING A PEDESTRIAN CROSSING

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition asking for a pedestrian crossing on Swakeleys Road, Ickenham close to Lodore Green.
Contribution to our plans and strategies	The request for a pedestrian crossing on Swakeleys Road can be considered in relation to the Council's Road Safety Programme.
Financial Cost	There are none associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward(s) affected	Ickenham

2. RECOMMENDATION

That the Cabinet Member:

- 1. Meets and discusses with petitioners their request for a pedestrian crossing on Swakeleys Road, Ickenham;**
- 2. Notes the outcome of previous investigations, which concluded that a non signal-controlled crossing was not appropriate;**
- 3. Subject to the outcome of the above decides if this request should be added to the Council's extensive road safety programme for subsequent further investigation.**

PART 1 - MEMBERS, PUBLIC AND PRESS

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 56 signatures has been submitted to the Council under the following heading:

"We the undersigned think that due to the traffic levels and speed of traffic and the particular conditions of the road at that point, that a safe method of crossing the road are needed. At present the nearest crossings are either at Swakeleys Roundabout or near to Thornhill Road".

2. Swakeleys Road is one of the main east to west routes that connects Uxbridge town centre and the A40 to Ickenham and the north of the borough. Swakeleys Road is also classified as a Borough Secondary Distributer Road and is served by three bus routes.

3. In an attached letter to the petition, the lead petitioner states "*firstly the people in Swakeleys Road that we approached said that they had received a letter over a year ago saying that there was definitely going to be a crossing there, and secondly the amount of people that sincerely thanked us that there was such an urgent need for such a crossing*". .

4. The Cabinet Member will recall that in 2010 options were previously explored to provide a pedestrian crossing point on Swakeleys Road close to Woodstock Road. As part of the process a 24/7 speed and traffic survey was commissioned and a detailed design was developed. The design for a possible crossing was subject to an independent Road Safety Audit.

5. The audit raised a number of concerns including the 85 percentile speed of 35 mph which is at the limit for a road where a zebra crossing can be proposed. It also mentioned the high traffic flows, which are to be expected on a Borough Secondary Distributer road. As a result of the road safety issues raised in the Road Safety Audit to the initial design, an amended scheme was developed which included some physical traffic calming measures.

6. The new proposals were subject to discussions with the emergency services, Transport for London, the bus service operators, ward councillors, local residents and the residents

PART 1 - MEMBERS, PUBLIC AND PRESS

association. While there was some support in principle for a crossing point on Swakeleys Road, the required traffic calming measures to make it safe were not supported as the impact on the directly affected residents and the response times for the emergency services would be too detrimental.

7. In addition to the above, various local stakeholders suggested that the numbers of pedestrians crossing in this section of Swakeleys Road was modest and they further noted the existence of safe crossing facilities near Harvil Road (traffic island refuges) and Warren Road (a traffic signal controlled crossing). After careful consideration of all the comments received it was agreed that it was not practical to proceed with a zebra crossing at that time.

8. However, it seems clear that from this petition that there is still some support for a crossing in this part of Swakeleys Road. 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 road safety programme and to explore further possible options and to report back to him on the results of these investigations.

Financial Implications

There are no financial implications associated with the recommendations to this report. If works are subsequently required, suitable funding will need to be identified within the road safety programme.

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 report and concurs with the financial implications detailed above.

Legal

There are no special legal implications with the Cabinet Member to meet and discuss with petitioners their request for a pedestrian crossing on Swakeleys Road, Ickenham and to consider recommendations 2-3 above. 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.

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 corporate property and construction implications arising from the recommendations in this report.

Relevant Service Groups

None at this stage

6. BACKGROUND PAPERS

Petition received



Location plan - Swakeleys Road, Ickenham

Appendix A

Date January 2014

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PETITION REQUESTING THE REMOVAL OF GRANITE BLOCK SAFETY HAZARDS IN RYEFIELD AVENUE

Cabinet Member(s)	Cllr Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation & Recycling
Officer Contact(s)	Caroline Haywood Residents Services
Papers with report	Appendix A: Ryefield Avenue, Hillingdon - Area Plan

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that a petition has been received from residents of various roads within the Oak Farm Estate requesting the removal of the granite block safety hazards.
Contribution to our plans and strategies	The request can be considered as part of the Council's annual programme of road safety initiatives.
Financial Cost	There are none associated with this report.
Relevant Policy Overview Committee	Residents' & Environmental Services.
Ward(s) affected	Hillingdon East

2. RECOMMENDATION

That the Cabinet Member:

1. Considers the petitioners' request and discusses with them in detail their concerns regarding the traffic calming measures;
2. Notes the receipt and consideration of a largely identical petition, which was heard by him, together with the various actions which followed that hearing;
3. Notes the reduction of accident levels and traffic speeds since the scheme was introduced;
4. Subject to the concerns raised by petitioners, asks officers to conduct a review of the street furniture in Ryefield Avenue under the Road Safety Programme.

Reasons for recommendation

To allow the Cabinet Member to discuss in detail matters raised above with petitioners.

Alternative options considered / risk management

These can be identified from the proposed detailed discussions with the petitioners.

Policy Overview Committee comments

None at this stage.

1. INFORMATION

Supporting Information

1. The Council has received a petition containing 113 signatures asking for the removal of "the granite block safety hazards from the full length of Ryefield Avenue".
2. The petition was signed by 31 households of Ryefield Avenue and 69 properties in other nearby roads. A local Ward Councillor has also signed the petition indicating support of the petition.
3. Ryefield Avenue is within Hillingdon East Ward and is mainly residential with a small parade of shops and school at one end of the road. The carriageway in Ryefield Avenue is approximately 7 metres wide with approximately 3.8 metre wide footway either side. Vehicles are currently allowed to park with four wheels up on the footway. Ryefield Avenue connects the majority of roads within the estate with Long Lane; a plan of the area is shown on Appendix A.
4. The Council previously received and considered a largely identical petition in August 2010 requesting the removal of the granite set over-runnable areas, which was heard by The Cabinet Member for Planning, Transportation and Recycling. The outcome of the petition hearing included an instruction from the Cabinet Member to officers to review the traffic calming measures, including their construction and condition.
5. Officers from the Council's Streetscene Maintenance section undertook a review of the condition of the over-runnable areas within the scheme in 2011 and actioned appropriate permanent repairs. Detailed investigations of the structure and state of these features were undertaken and no further changes were deemed necessary at the time.
6. In the letter attached to the present petition, the petitioners cite the same reasons previously mentioned as to why they feel that the over-runnable areas should be removed which are:
 - i. *'There is so much street clutter along Ryefield Avenue that it distracts drivers to a dangerous extent;'*
 - ii. *'The 8 granite setts are extremely dangerous hazards in the roadway when covered in snow.'*
 - iii. *'When vehicles are parked opposite the 8 granite setts, drivers have to play "chicken" with oncoming vehicles;'*
 - iv. *'The 8 granite setts often come apart leaving the roadway dangerous, and need constant repairs that are costing our council taxpayers a lot of money;'*
 - v. *'The granite setts cause bad drainage which can makes the roadway slippery and are especially dangerous for cyclists.'*

7. In response to each of these comments, officers make the following observations:

(i) The amount of street furniture in Ryefield Avenue is comparable to other similar roads in the Borough. However, the petitioners have attached a detailed log of all the street furniture and traffic calming measures in Ryefield Avenue and therefore it would be sensible to review the area and if appropriate, to remove any redundant street furniture.

(ii) All drivers should proceed with extreme caution when the roads are covered in snow as in such conditions, any feature such as kerbs, manhole covers, gullies, carriageway markings and road markings are similarly invisible. This is a view that is shared by the Metropolitan Police, whose views were specifically sought on the scheme following receipt of the first petition in 2010.

(iii) The design of the chicanes is deliberately intended to slow traffic. This design has been used in many other sites throughout the United Kingdom and has generally found to have been effective in reducing speeds. The slopes of the over-runnable areas are moderate and well within national design guidelines. They have been designed to provide 3m wide running lanes in each direction. If vehicles are parked on one side of the road there is adequate carriageway width to maintain two-way traffic.

(iv) Since January 2011 there have been limited repairs at minimal cost to the Council. Over the preceding period from 2006 onwards, a total of £250 was spent. In some cases temporary repairs have been undertaken which, whilst unsightly, are suitable to ensure the site has been made safe.

(v) The drainage arrangements have been reviewed and the Council is not aware of any reports to the Council of flooding since the scheme was installed except in exceptionally bad weather conditions. There has been no problem observed relating to the existing drainage arrangement.

Accident Data

8. The table below shows the reduction in the number of accidents before and after the scheme was installed. The data is for all Police reported personal injury accidents in the preceding 36 months.

<u>Date</u>	<u>Number of accidents</u>
End of August 2006	9
End of September 2010	6
End of March 2014	2

9. The two most recent accidents in Ryefield Avenue were at the roundabout with Windsor Avenue. The first accident involved a car who failed to give-way at the roundabout and was hit by another car. The other accident involved a car, who slowed down and then accelerated on to the roundabout colliding with a cyclist. Neither of these accidents can be attributed to the over-runnable areas.

Speed Surveys

10. Speed surveys undertaken before and after the scheme was installed showed there was a reduction in vehicle speeds in Ryefield Avenue. Northbound there was a 18% reduction and a 23% reduction southbound.

<u>Date</u>	<u>Northbound - 85% speed</u>	<u>Southbound - 85% speed</u>
August 2006	34mph	35mph
August 2008	28mph	27mph

11. The Cabinet Member will be aware that the 85th percentile speed is the speed at or below which 85% of traffic is found to travel and is the standard statistical tool used by traffic engineers to assess speed trends overall.

12. The Cabinet Member will be mindful that the Council generally install 20mph speed limits with suitable physical traffic calming measures, as the guidelines state they should be self enforcing.

13. It is suggested therefore that the Cabinet Member discusses with the petitioners their specific road safety concerns and establish if any further actions are required and agrees to officers reviewing the street furniture in Ryefield Avenue.

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 introduction of any additional measures suitable funding will need to be identified.

4. 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

One Ward Councillor has signed the petition in support of the petitioners.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate finance has reviewed this report and concurs that the cost of an in-house feasibility study can be contained within existing Council resources and that additional funding would need to be identified if any changes to the current traffic calming measures were required

Legal

There are no special legal implications for the proposal to discuss with petitioners their concerns regarding the traffic calming measures, 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, including the outcome of the previous 'largely identical petition in August 2010.'

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's 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.

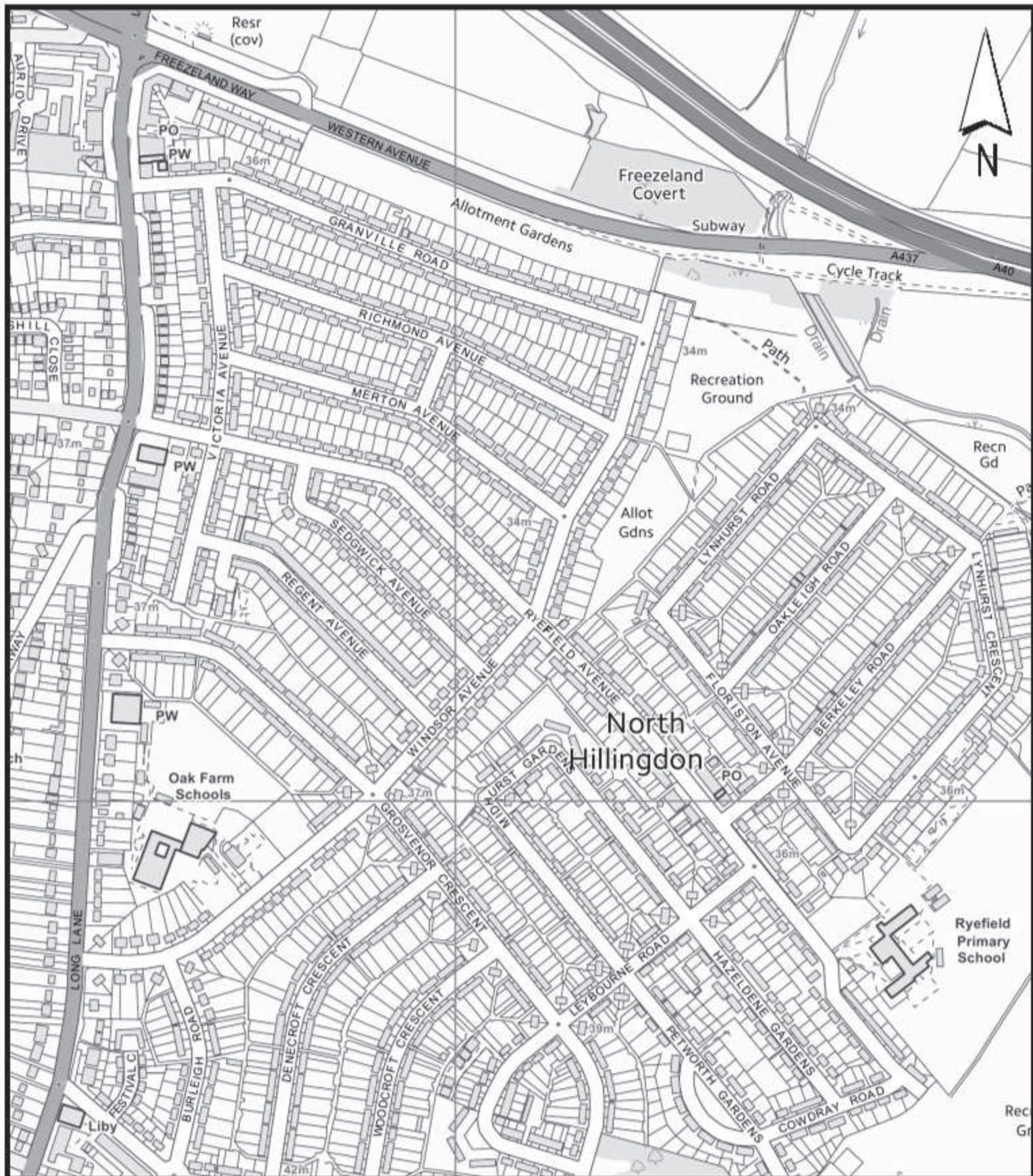
Corporate Property and Construction

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

6. BACKGROUND PAPERS

- Petition received: May 2014
- Accstats – Accident database
- Petition report: 2010

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Ryefield Avenue, Hillingdon - Area plan

Date September 2014

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PETITION REQUESTING RESIDENTS' ONLY PARKING IN WOODHOUSE CLOSE, HAYES

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

1. HEADLINE INFORMATION

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

2. RECOMMENDATION

That the Cabinet Member:

1. Discusses with petitioners and listens to their request for residents' only parking controls in Woodhouse Close, Hayes.
2. Decides if the request for parking restrictions in Woodhouse Close, Hayes should be added to the Council's future parking scheme programme for further investigation and more detailed consultation with residents.
3. Subject to 2 above, seeks the advice of the Ward Councillors on the most appropriate extent for any such consultation.

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 23 signatures has been submitted to the Council requesting residents' parking to be considered in Woodhouse Close, Hayes. Within the petition heading the lead petitioner explains the difficulties that residents are experiencing with non-residential parking relating to commuter parking, due to the close proximity of the Hayes and Harlington Station.
2. Woodhouse Close is a residential road off Dawley Road and approximately a 10 minutes walk from Hayes town centre and Hayes and Harlington Station. The location of Woodhouse Close is indicated on the plan attached as Appendix A.
3. It is apparent that the majority of residents support the introduction of parking restrictions, as this petition has been signed by all but two of the residential properties in Woodhouse Close.
4. The Cabinet Member will be aware that over the past few years parking restrictions have been introduced in roads closer to Hayes Town Centre following requests from residents of roads in the area. These restrictions were developed through consultation with residents and Ward Councillors and have been successful in preventing all-day non-residential parking. However, as a result it is likely that parking has now been displaced into other roads in the surrounding area including Woodhouse Close where most residents have little or no off-street parking facilities.
5. 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 Woodhouse Close and possibly 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 Woodhouse Close, 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 has to address these concerns.

Consultation Carried Out or Required

If the Council subsequently investigates the feasibility to introduce parking restrictions in Woodhouse Close, 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 recommendation 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 non-statutory 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. 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 add the request to either the Council's overall parking programme or the Council's Road Safety Programme for subsequent investigation, there will need to be consideration of Highways Act 1980, 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

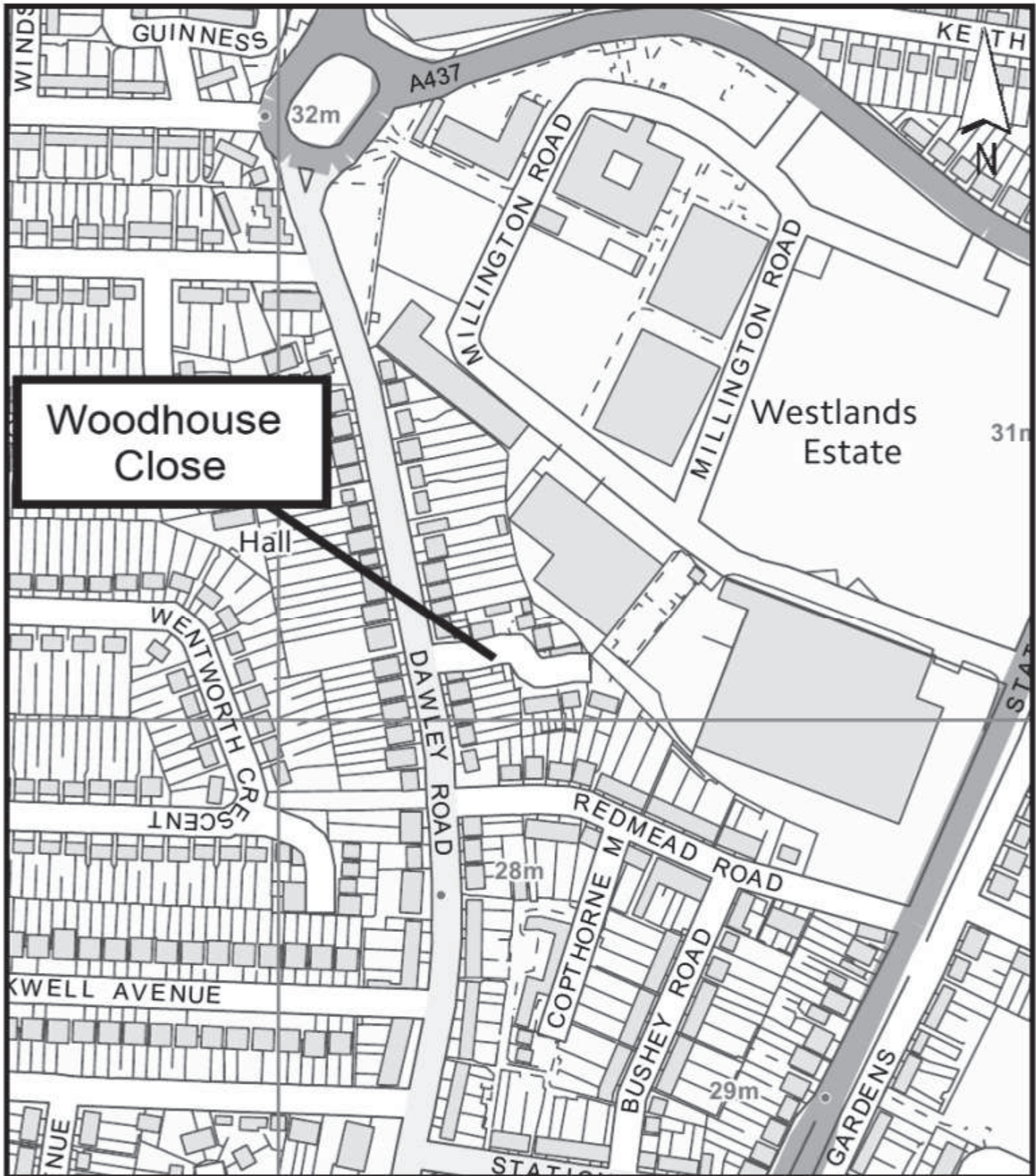
There are no property implications resulting from the recommendations set out in this report.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

None.



Woodhouse Close, Hayes
Location plan

Appendix A

Date August 2014

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ROYAL LANE, HILLINGDON - PETITION REQUESTING TRAFFIC CALMING MEASURES

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation and Recycling
Officer Contact(s)	Catherine Freeman Residents Services
Papers with report	Appendix A - Location Plan

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition asking for traffic calming measures on Royal Lane between the junctions with Hillingdon Hill and Pield Heath Road, Hillingdon
Contribution to our plans and strategies	The request can be considered as part of the Council's Road Safety Programme.
Financial Cost	There are no direct costs associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents' & Environmental Services
Ward(s) affected	Brunel Ward

2. RECOMMENDATION

That the Cabinet Member:

- 1. Meets with petitioners and considers their request for traffic calming measures in Royal Lane, Hillingdon.**
- 2. Subject to the above, asks officers to undertake a 24 hour / 7 day vehicle speed and volume survey at locations on Royal 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, considers adding Royal Lane to a future phase of the Council's Vehicle Activated Signs programme.**

4. 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 34 signatures requesting traffic calming measures on Royal Lane between Hillingdon Hill and Pield Heath Road, Hillingdon has been submitted to the Council. The signatures are mainly by residents of Royal Lane and surrounding roads but the petition has also been signed by residents from the Cowley area.
2. The northern section of Royal Lane links Hillingdon Hill with Pield Heath Road and is a route used by vehicles travelling to and from Hillingdon Hospital. The Hospital's incinerator plant can be accessed by authorised vehicles via Kirby Way which is a private side road adjoining this section of Royal Lane. In addition, Bishopshalt School is located on the eastern side of Royal Lane, south of the junction with Hillingdon Hill. A location plan is attached as Appendix A to this report.
3. The petitioners have stated that they are concerned about the continuous speed, volume and noise of traffic as well as accidents on this section of Royal Lane. The petition includes photographs showing damage to a vehicle involved in a recent collision and also lists the petitioners' suggestions for possible traffic calming measures on the highway including; width restrictions, 20mph speed limit, speed ramps, speed cameras, one way working and a pedestrian crossing outside Bishopshalt School. The petitioners have also put forward suggestions to re-locate or change the access to the incinerator plant. As the Cabinet Member will be aware this would be a planning matter between Hillingdon Council and Hillingdon Hospital and is outside of the remit of this report.
4. As the Cabinet Member will also be aware, the Council has been actively working with Bishopshalt School to investigate requests for improving road safety in Royal Lane as identified in their School Travel Plan. In response, the Council developed a proposal to install a new zebra crossing on Royal Lane outside the southern entrance to the school and works have recently been completed on site. In addition, the Council is proposing to improve street lighting on Royal Lane between Hillingdon Hill and Colham Road as well as investigating a request to alter the kerb alignment at the northern entrance to the School to help address parking and road safety issues.

5. Investigations for the new zebra crossing on Royal Lane included the commissioning of independent 24 hour / 7 day vehicle speed and volume surveys at four locations along Royal Lane between the junctions with Hillingdon Hill and Pield Heath Road. The speed surveys were undertaken during September 2013 and analysis of the results indicated 85th percentile speeds of 31 - 34 mph on this section of Royal Lane. The speed survey results did not support the installation of additional physical traffic calming measures on Royal Lane at that time. However, it is recommended that the Cabinet Member asks officers to commission further independent 24 hour / 7 day vehicle speed and volume surveys at locations agreed with petitioners to enable these results to be compared with the surveys undertaken last year.
6. Analysis of the latest available Police recorded personal injury accident data for the three year period ending April 2014 has shown that there have been three accidents on Royal Lane between the junctions with Hillingdon Hill and Pield Heath Road involving slight injuries. One of these was a loss of control type accident involving a motorcyclist on Royal Lane near the junction with Hillingdon Hill. The second accident involved a vehicle turning right out of The Chantry which collided into the path of a southbound vehicle. The third accident took place at the junction of Royal Lane and Colham Road which involved a pedestrian walking into the road and being hit by a south-westbound vehicle. Officers are currently liaising with the Metropolitan Police regarding the recent report of a collision in Royal Lane.
7. The Council has invested in a number of Vehicle Activated Signs (VAS), which flash a warning sign to motorists exceeding the speed limit. These signs have been found to be most effective if they are installed at key sites, left in place for three months and then moved to another site. Royal Lane has previously been added to the Council's VAS programme and it is recommended that the Cabinet Member considers including this road in a future phase of the programme.
8. In conclusion therefore it is recommended that the Cabinet Member invites the petitioners to meet with him at the Civic Centre in order to hear their concerns and suggestions.

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 this report and concurs with the financial implications contained therein.

Legal

There are no special legal implications with the Cabinet Member to meet and discuss with petitioners their request for traffic calming measures in Royal Lane, Hillingdon and to consider the recommendations 2-4 above. 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.

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 resulting from the recommendations set out in this report.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Nil.

APPENDIX A - LOCATION PLAN



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