

## Minutes

### PETITION HEARING - CABINET MEMBER FOR PLANNING, TRANSPORTATION AND RECYCLING

17 December 2014



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

	<p><b>Committee Members Present:</b> Councillor Keith Burrows (Chairman)</p> <p><b>LBH Officers Present:</b> David Knowles, Transport &amp; Projects Senior Manager Neil Stubbings, Head of Housing Rod Smith, Head of Estates Management Charles Francis, Democratic Services Officer</p>
1.	<p><b>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING</b> <i>(Agenda Item 1)</i></p> <p>None.</p>
2.	<p><b>TO CONFIRM THAT THE BUSINESS OF THE MEETING WILL TAKE PLACE IN PUBLIC.</b> <i>(Agenda Item 2)</i></p> <p>All items were considered in public.</p>
3.	<p><b>TO CONSIDER THE REPORT OF THE OFFICERS ON THE FOLLOWING PETITIONS RECEIVED.</b> <i>(Agenda Item 3)</i></p> <p>As set out in the agenda.</p>
4.	<p><b>PETITION REPORT: WESTWOOD CLOSE: PERIMETER FENCING AND PARKING</b> <i>(Agenda Item 4)</i></p> <p>Concerns and suggestions from petitioners included the following:</p> <ul style="list-style-type: none"><li>• The petition requested action to be taken to address the parking issues in Westwood Close.</li><li>• Whiteheath Infant and Nursery School was partly responsible for traffic congestion and parking problems locally.</li><li>• Parents parked on the footway which posed a threat to pedestrian safety.</li><li>• Inconsiderate parking affected access and egress to the Close.</li><li>• Inconsiderate parking also posed access difficulties to refuse vehicles as well as the Emergency Services.</li><li>• As there was no parking at the school, local roads were badly affected, especially at drop off and picking up times.</li><li>• Non-residents parked within the Close for prolonged periods, despite the notices which highlighted bays were for residents only.</li></ul>

- There was inconsiderate parking on the grass verges within the Close. This activity hampered lines of sight and made manoeuvring vehicles more hazardous, as well as posing a threat to pedestrian safety.
- Several residents had approached the Council regarding the perimeter fence and asked for this to be reinstated.
- To address the parking problem, the petitioner suggested that double yellow lines could be installed alongside the footpath and further signage added about the current parking restrictions. It was also suggested that Officers should be more proactive in taking enforcement action.
- Further action was required to protect the grass verge which had been badly damaged by cars parking on it. The suggestion was made that Officers might consider the erection of bollards or the introduction of a limited amount of stepped pavement to address this issue.
- To increase the amount of available parking within the Close, the petitioner suggested that the lay bys were enlarged and diagonal parking bays installed which would create another 6 to 10 parking spaces and help to ease congestion.

Councillor Philip Corthorne attended as a ward Councillor. He explained ward Councillors supported what residents had set out to achieve in relation to their parking issues and agreed that in principle further action was required. With regards to the request to reinstall the fence, he explained that while he was sympathetic, outstanding legal issues needed to be resolved.

Cllr Burrows explained the petition was unusual because it cut across the responsibilities of two Cabinet Member portfolios, namely the Cabinet Member for Social Services and Housing as well as the Member for Planning, Transportation and Recycling. Before addressing the points raised by the petitioner, Officers commented on the requests for signage and the reinstatement of the boundary fence.

In relation to signage, Officers confirmed that an order had already been placed with a contractor and the works should be completed by the end of December 2014.

With regards to the perimeter fence, Officers explained that although they sympathised with the request, the legal remedy was difficult to resolve because of the complexity of the land holdings within the Close. Officers reported that overtime, a number of the Council owned properties had been purchased and become private freeholds and as a result the covenants were complex.

It was noted that a number of the properties which had requested the reinstatement of the boundary fence abutted Ladygate Lane and Breakspear Road, whereas the petition originated from Westwood Close. The crux of the matter was that officers could not prevent access to the highway from those properties which had gateways installed through the fence. Officers also reported that enforcing the conditions of a perimeter fence was also very difficult.

Cllr Burrows confirmed that current legislation meant the Council could not take any action which might stop access to the highway. However, Officers might consider using bollards or double height kerbs in those areas which were currently used as a thoroughfare. With regards to the request for yellow lines, Councillor Burrows confirmed that Officers were already investigating this request and the matter was currently being taken forward.

Councillor Burrows explained there appeared to be several options. These included the introduction of a limited time restriction zone which would need to be imposed on

everyone (including residents) that used the Close. Another option included the introduction of a Parking Management Scheme. Councillor Burrows commented that Parking Management Schemes were generally very effective and did help to relieve congestion.

However, any decision would need to be guided by the local residents. To ensure all residents of the Close had the opportunity to make their views known, Councillor Burrows requested Officers to undertake an informal consultation and to report back to him as Cabinet Member, as well as ward Councillors before any further action was taken.

Turning to the recommendations, 1,2 and 3 were agreed and an alternative recommendation 4 was moved as follows:

**RESOLVED: That the Cabinet Member:**

- 1. Note the views and concerns of the petitioners,**
- 2. Note the action which is being taken,**
- 3. Discuss with petitioners the options which are open to the Council regarding parking and access into Westwood Close,**
- 4. That Officers be requested to conduct an informal consultation to gauge the feeling of residents in Westwood Close and report back to the Cabinet Member and ward Councillors and then take the majority view forward.**

**REASONS FOR RECOMMENDATION**

- A request for double yellow lines at the entrance to Westwood Close has been received through the Council's Road Safety Suggestion Scheme which is currently under investigation but may resolve some of the road safety concerns raised by petitioners.
- Verge protection will be installed opposite No 10 Westwood Close to prevent damage to the verge and maintain sight-lines. This edge protection is necessary and appropriate to prevent further damage to the verge and to support the safe movement of pedestrians and vehicles.
- Signage will be installed to the rear of 68-71 Westwood Close to deter nuisance parking in front of garages. The provision of this final sign on the estate is necessary and appropriate.
- Based upon legal advice, no action is taken in relation to the access points which have been created in boundary fences adjoining Westwood Close. The Council cannot prevent residents accessing the highway via a gate in their rear boundary and it is not considered practical or proportionate to prevent residents from walking over a grass verge onto the estate.
- Estate based improvements could be considered at Westwood Close as part of the 'works to stock' programme. Any work would need to be considered alongside other priorities identified across the managed stock. This work would seek to increase the amount of off-street parking provision by using existing verges and other green spaces on the estate. This approach is not recommended given that it would fundamentally change the character and appearance of this small infill estate.

**ALTERNATIVE OPTIONS CONSIDERED / RISK MANAGEMENT**

These were discussed with petitioners.

5. **PETITION REQUESTING 24/7 PERMIT HOLDER PARKING AND DOUBLE YELLOW LINES ON A SECTION OF SHARPS LANE, RUISLIP** (*Agenda Item 5*)

Concerns and suggestions from petitioners included the following:

- The petition requested the implementation of permit holder only parking and double yellow lines along a section of Sharps Lane, Ruislip.
- As Manor Road was about to have a parking management scheme introduced, it was anticipated that Sharps Lane would be subject to displaced parking.
- Due to the proximity of Sharps Lane to Ruislip High Street, it was an attractive road for non-residents to park in which resulted in significant amount of congestion.
- The proximity of several pubs and restaurants meant that it was extremely difficult to park in the evenings.
- Restaurants and pubs also meant there area was subject to anti-social behaviour on a regular basis, especially at closing times in the evenings.
- Having contacted all the residents in Sharps Lane, all but 2 homes agreed in principle to the introduction of some form of parking controls and so this was the basis of requesting permit holder parking.
- The petitioner highlighted in areas where Sharps Lane narrowed, accidents were an increased possibility. Furthermore, large vehicles such as buses sometimes had to stop to let passengers disembark which had resulted in some instances of antisocial behaviour from motorists.

Councillor Philip Corthorne attended as a ward Councillor. He endorsed the points raised by the petitioner and commented that having heard about the issues raised, the proposed solutions illustrated there was a good sense of community.

Councillor Burrows highlighted that a similar request had been made by the residents in Hill Lane, Ruislip which was due to be considered in January 2015. Agreeing the Officer recommendations in the report, he explained that when Hill Lane had also been considered, then the combined views of both these petitions would be used to inform the Council's future actions.

**RESOLVED: That the Cabinet Member:**

1. **Discusses with petitioners and listens to their request for permit holder parking and double yellow lines in a section of Sharps Lane, Ruislip as indicated on Appendix A.**
2. **Decided that an informal consultation should be undertaken with the residents of Sharps Lane that live between the junctions of Hill Lane and Bury Street, to see if the majority would support permit holder only parking bays operational 9am to 10pm everyday with extended double yellow lines to prevent obstructive parking.**

**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 were discussed with petitioners.

### **6. WINDSOR CLOSE, NORTHWOOD HILLS - PETITION REQUESTING A PARKING MANAGEMENT SCHEME** (*Agenda Item 6*)

Councillor Jonathan Bianco attended the meeting and spoke as a Ward Councillor.

Concerns and suggestions from petitioners included the following:

- In the last 12 months, the amount of traffic in the Close had increased significantly.
- Some evenings it was impossible to park locally.
- During the day, the Close was congested as a result of being used by shop keepers and shoppers for convenient parking.
- The turning area at the west of the road was often too congested to be able to turn around in the road.
- At present, cars were parked on both sides of the road and sometimes these blocked residents drive ways.
- A significant number of dropped curbs were blocked most of time.
- Often, parked cars on both sides of the road meant that children and the elderly were forced to walk into the road which meant there were concerns about pedestrian safety.
- The new flats had also created a parking pressure as some residents chose not to use the underground car park as there was a service charge associated with its use.

Councillor Bianco spoke and agreed with the points the petitioner had raised. Speaking about the local area generally, it was noted the regeneration of Joel Street had caused some disruption to traffic flows and parking areas but this work had now been completed.

Councillor Bianco explained that while Parking Management Schemes could be successful, they needed the endorsement of the majority of the local community; otherwise they could become a source of contention. With parking management schemes, he noted that officers had to take existing dropped curbs into consideration and in most cases, this meant there would be less parking for local people. Residents had to decide whether, on balance, this proposal would meet their needs.

Councillor Burrows listened to the concerns of the petitioner and responded to the points raised:

Councillor Burrows summarised the rationale behind parking management schemes and acknowledged that these could reduce the number of parking bays available.

In relation to the parking stress survey included within the Officer recommendations, Councillor Burrows explained how these were conducted, including what the duration of the study would be. He went on to explain that the results from this would be used to inform how to take matters forward.

With regards to the problems of people parking across dropped kerbs, Councillors Burrows confirmed that enforcement action would be taken. The following recommendations were moved at the meeting:

**RESOLVED: That the Cabinet Member:**

- 1. Meets and discusses with petitioners their concerns with parking in Windsor Close, Northwood Hills.**
- 2. Subject to the outcome of the above, asks officers to include Windsor Close in the future parking stress survey that is being commissioned for the area.**

**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**

These were discussed with petitioners.

**7. JUNCTION OF HILLINGDON HILL AND THE CROSSWAY, UXBRIDGE - PETITION REQUESTING ROAD SAFETY MEASURES (Agenda Item 7)**

Councillor George Cooper and Ray Graham attended the meeting and spoke as Ward Councillors.

Concerns and suggestions from petitioners included the following:

- The petition requested the Council to investigate measures to make the junction of the road at The Crossway and Uxbridge Road safer for both drivers and pedestrians.
- This stretch of road was particularly congested and all residents had encountered difficulties at some point.
- The petitioner highlighted that one of the most serious issues related to vehicles turning out of the Crossway to access the westbound carriage way of Hillingdon Hill due to the high speeds.
- At this point in the road, the visibility was especially bad and no u-turns should be permitted on this stretch of road.
- Vehicles travelled at speeds far in excess of the national speed limit.
- The number of lanes converging at the crossing point was also very dangerous.
- There was a need to install speed cameras for vehicles travelling up Hillingdon Hill.
- There had been a recent traffic accident which had involved the emergency services and someone needing to be cut out of one of the vehicles involved.

Councillor Cooper referred to the photograph in the agenda papers and explained that the most dangerous part of the road appeared to be where the westbound carriageway became one lane and the central reservation crossing point became one lane only.

He explained he was aware a traffic accident had occurred on 12 December 2014 and had caused a massive amount of disruption and all the emergency services had

attended. It was his understanding that following their investigation, the Police did not classify the accident as non personal injury.

Councillor Burrows referred to the Police report which stated the accident had been classified as a damage only accident and was perplexed that the two accounts differed.

Councillor Ray Graham addressed the meeting and stated that he supported the petitioners' concerns, and actions should be taken to improve safety.

Councillor Burrows listened to the concerns of the petitioner and responded to the points raised:

In relation to the accident reporting procedure, Councillor Burrows stated that Police accident data was used whenever the Council considered the merits of redesigning a traffic scheme. Every Council had a duty to consider the KSI's (Killed or seriously injured) statistics over a 3 year period but that according to paragraph 6 of the Officer report, there were no KSI's recorded in the last three years. As the accounts differed he requested Officers to contact the Police and verify the details of the traffic accident.

With regards to stopping motorists manoeuvring and conducting u-turns as well as the possibility of moving the crossing point further down the hill, Councillor Burrows stated that neither of these were viable options.

Turning to the Officer report, Cllr Burrows discussed the recommendations and commented as follows.

Petitioners were informed that the traffic volume and speed survey would provide a very valuable indication of what was happening at the Crossway and would be used to inform further actions. With regards to the Vehicle Activated Signs Programme, it was noted that one was already in operation in the area and this looked at whether or not to install a further sign in a different location.

In relation to the request to add the Crossway to the Council's Road Safety Programme for further investigation, Councillor Burrows confirmed that an investigation would be conducted, and that in this case, an independent company might be commissioned to conduct the work.

With regards to the final recommendation and discussions with the Police and Emergency Services, Councillor Burrows assured the petitioner that the Council has regular traffic liaison meetings with the Emergency Services and these discussions usually consider various traffic hotspots throughout the Borough and what mitigating action might be taken.

Concluding his remarks, Councillors Burrows explained that the investigative work that had been set in motion by moving the recommendations would take some time, and at this stage, it would be wrong to second guess the outcomes of an investigation. However, he urged Ward Councillors and residents to feed into the process to ensure as many views as possible were included in the study. Councillor Burrows asked petitioners for their views about where the road tubes for the traffic survey could be located to assist Officers with their investigations.

The following recommendations were moved:

**RESOLVED: That the Cabinet Member:**

**That the Cabinet Member:**

- 1. Meets with petitioners and considers their concerns regarding road safe at the junction of Hillingdon Hill and The Crossway.**
- 2. Subject to the above, asks officers to undertake classified traffic volume and speed survey(s) at location(s) to be agreed with the petitioners and the relevant Ward Members.**
- 3. Subject to the above, considers adding Hillingdon Hill to future phases 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.**
- 5. Asks officers to seek the views of the Police and emergency services to establish if they have any concerns of their own.**

**REASONS FOR RECOMMENDATION**

**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.

The meeting, which commenced at 7:00 pm, closed at 9:15 pm.

These are the minutes of the above meeting. For more information on any of the resolutions please contact Charles Francis on 01895 556454 . Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.