



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

Date: WEDNESDAY, 17
DECEMBER 2014

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

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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information.**

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Putting our residents first

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	7pm	Petition report: Westwood Close: Perimeter fencing and parking	West Ruislip	1 - 8
5	730pm	Petition requesting 24/7 permit holder parking and double yellow lines on a section of Sharps Lane, Ruislip	West Ruislip	9 - 14
6	8pm	Windsor Close, Northwood Hills - Petition requesting a parking management scheme	Northwood Hills	15 - 20
7	8pm	Junction of Hillingdon Hill and the Crossway, Uxbridge - Petition requesting road safety measures	Uxbridge North	21 - 28

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Agenda Item 4

PETITION REPORT: WESTWOOD CLOSE: PERIMETER FENCING AND PARKING

Cabinet Member	Councillor Keith Burrows
Cabinet Portfolio	Planning, Transportation and Recycling
Officer Contact	Rod Smith, Residents' Services
Papers with report	Location plan

HEADLINE INFORMATION

Purpose of report	<p>This report seeks to respond jointly to a petition received by the Council requesting the reinstatement of the perimeter fence to the estate at Westwood Close and to enforce residents' only parking.</p> <p>The petition was received at Democratic Services on 15th August 2014.</p>
Financial Cost	Potential total cost £5,055 to be funded from the existing 2014/15 HRA budgets.
Contribution to our plans and strategies	The request can be considered as part of the Council's strategy for residents parking schemes.
Relevant Policy Overview Committee	Residents' & Environmental Services Policy Overview Committee
Ward affected	West Ruislip

RECOMMENDATION

That the Cabinet Members:

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. Subject to the outcome of the above, decide if Westwood Close should be added to the Council's future parking scheme programme for further investigation.

INFORMATION

Background information

A petition with 23 signatures from residents of Westwood Close, Ruislip has been submitted to the Council raising the following concerns:

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Part 1 - Members, Public and Press

"Please find attached a petition from residents of Westwood Close regarding the parking and access issues that we have concerns about.

Several residents of the Close have contacted departments at the Civic Centre individually in regards to problems experienced with parking at school times, and non-residents of the Close parking here, sometimes for a week or more, despite notices currently displayed. Several approaches have also been made regarding the perimeter fence, particularly as pedestrians access through the close has been refused in the past.

A replacement "No Parking" sign was promised in March, but so far has not materialised.

We hope that by jointly petitioning the authority we may prompt a response and action from the relevant offices"

The issues raised by the petitioners fall within the remit of two Cabinet Members. Parking issues are considered by the Cabinet Member for Planning, Transportation and Recycling, whilst the issues regarding the perimeter fence and signage would fall under the Cabinet Member for Social Services, Health and Housing. As the main issue of concern raised by residents relates to parking, the Cabinet Member for Planning, Transportation and Recycling will consider this petition, including the issues not directly in his portfolio and if necessary will agree any actions with the Cabinet Member for Social Services, Health and Housing.

Supporting Information

Origin of the estate

Westwood Close was originally developed as an 'infill' Council housing estate during the mid 1970s. Of the 71 dwellings on the estate, 47 have been sold under the Right to Buy.

The estate is accessed from Ladygate Lane. Westwood Close forms part of the adopted public highway. This includes a number of parking bays and 'lay-bys'. There are three small sections of the roadway which were not originally adopted. These areas include:

- The small number of parking bays to the side of No 66 Westwood Close,
- The area in front of garages located at the rear of 67 - 71 Westwood Close and;
- The area in front of garages located to the rear of 43 and 44 Westwood Close

Following visits to the estate and discussions with several of the petitioners, the issues can be identified as relating to: parking controls, signage, verge protection and the perimeter fence of the estate. Each of these is dealt with separately below.

Car parking issues

Since the estate was first developed it is clear that the level of car ownership on Westwood Close has increased. From discussions with residents it is understood that it is not uncommon for older children to remain living at home and to be vehicle owners themselves. This has added to the overall number of vehicles on the estate.

As the Cabinet Member may recall, residents of Westwood Close petitioned the Council in 2003 asking to be permitted to park with two wheels on the footway around the grass mound in front

of Nos. 18 to 40. As there were exceptional circumstances, this request was subsequently approved in June of 2004.

In an accompanying letter to the latest petition, residents have suggested that *"the volume of parked cars at school time can often block access for residents, and severely restricts access for refuse or emergency services"*. The letter goes on to say that *"cars also park on the footpath at one side of the close which creates a risk to pedestrians"*.

It is not clear from the petition whether residents are asking for a Parking Management Scheme, limited time waiting restrictions or some other parking control. It is therefore recommended that the Cabinet Member meets with petitioners to discuss their concerns in greater detail and subject to the outcome, decides if officers should add this to a future parking scheme programme for further investigation.

A request for 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.

Discussion with residents has revealed that parking issues generally only present during the 'school run' and in the evening and weekend periods when most residents are at home. This would suggest that the underlying pressure is one of limited parking provision given the overall levels of vehicle ownership on the estate.

Whitehealth Infant & Nursery School and Whitehealth Junior School are only a short distance away from Westwood Close. The Infant & Nursery School is immediately adjacent to Westwood Close. Residents have reported that parents are parking at the very top end of Westwood Close, at the junction with Ladygate Lane and are then walking their children the short distance to Nursery / School. In relation to this short-term parking, residents are reporting issues with sight-lines being obstructed and difficulties associated with parking on both sides of Westwood Close at the point of entry / exit to the estate.

Signage

Located on housing green space at the entrance to Westwood Close is a sign which states 'Residents Only Parking'. At the western end of the estate there are a further three housing signs; two state 'Parking for Residents only' and one states 'No Commercial Vehicles'. A sign is also located on housing green space at the entrance to the garages to the rear of 43 and 44 Westwood Close which states 'No parking beyond this point'. Arrangements are in hand to improve signage to the second garage area to the rear of 68 - 71 Westwood Close to also deter nuisance parking in front of the garages.

Following erection of a sign to the rear of 68 - 71 Westwood Close it is considered that adequate signage will exist on the estate in the context of parking on the limited areas of 'housing land'. The Housing Repairs Service is working to a target to order, fabricate and erect this signage by the end of this calendar year.

Verge protection

Officer visits to the estate during the weekend and evening periods confirm that vehicles are parking on the grass verge opposite No 10 Westwood Close. This verge is on a corner and parking is not only damaging the verge but is also obscuring the sight line for drivers entering or

leaving the main part of the estate. In response to resident's concerns, arrangements will be made to install suitable edge protection by the end of this financial year.

Perimeter Fence issues

There are a total of 28 properties in Breakspear Road and Ladygate Lane which have a rear boundary backing onto Westwood Close. Of these only 5 remain in Council ownership, the remaining having been sold freehold under the Right to Buy.

A boundary fence was provided around the site when Westwood Close was developed in the 1970s. Much of this fence has deteriorated over time but the majority of a boundary fence still exists, presumably as owners of properties in Ladygate Lane and Breakspear Road have erected new fences.

Legal advice has been sought regarding the boundary fences. They advise that 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.

Of the 28 properties with a rear boundary backing onto Westwood Close, a total of 5 have made provision for an opening in their boundary onto Westwood Close. The residents who have made provision for rear access are all private. In each case the opening is to facilitate pedestrian rather than vehicular access. In one example, a garage has been constructed with a garage door that acts as part of the resident's rear boundary. It is clear that this garage is not used to facilitate vehicular access onto Westwood Close given the mature trees located on the grass verge immediately in front of the garage door. An application for a vehicle cross-over was made to the Council but was declined. Three of the established rear access points necessitate pedestrian movement over a grass verge in order to reach Westwood Close. There is no visible damage to the grass verge where these access points meet the verge. Two of the rear access points provide pedestrian access straight onto one of the housing parking bays located to the western corner of the estate.

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.

Financial Implications

Funding for the provision of signage is being met from the existing HRA 'day to day' Repairs budget and edge protection is being met from the HRA 2014/15 Works to Stock - Estates budget.

The potential costs for consideration are:

Signage - £1000.00 (funded from the day to day repairs budget)

Edge Protection - £4,000.00 (funded from the HRA 2014/15 Works to Stock - Estates budget)

Yellow lines - £55.00 (funded from the HRA 2014/15 Works to Stock - Estates budget)

There are no financial implications associated with the other recommendations to this report. If works are subsequently required, suitable funding will be identified from the relevant HRA budget, subject to necessary approvals.

Corporate Finance comments

Corporate Finance has reviewed the report and the financial implications contained therein. There are no cost implications to the Council associated with recommendations 1 and 3. The improvements to signage and verge protection are funded from HRA Works to Stocks Programme and therefore ultimately from rental income.

Should recommendation 4 progress to including Westwood Road under the Council's Parking Management Schemes, it should be noted that the road has been adopted by the Council and therefore any costs associated with the outcome of the recommendation would have to be funded from existing General Fund revenue budgets.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

The measures recommended should address residents concerns.

Consultation Carried Out or Required

Consultation has been carried out with the lead petitioner and other residents.

CORPORATE IMPLICATIONS

Legal

All highways are open to access to all members of the public whether or not the road is adopted. The Council cannot prohibit those with land abutting the highway from simply walking onto it. The only potential to stop it would be boundary maintenance provisions.

A sample copy of the transfer document relating to the sale of a former Council owned property in Breakspear Road confirms that there are boundary maintenance provisions. It would appear that the owner is obliged to keep all borders marked with a 'T', which includes the rear fence, maintained and kept in good order to the satisfaction of the Director of Housing. From a review of other sold properties in Breakspear Road and Ladygate Lane, it is reasonable to assume that similar provision applies to all properties which have a border backing onto Westwood Close.

Notwithstanding this the phrasing of this covenant only means that it has to be kept in good order, it does not prevent alterations. So long as the boundary is not in a state of disrepair the Council cannot reasonably object. Where the access points created back onto a highway, which is open to all people, there is no ground on which to object to gates being added into the boundary fence. The position is different however, where the access point created backs onto a verge rather than onto a highway.

In the three cases where pedestrian movement from the access points in rear boundary fences would necessitate walking over a grass verge, the status over rights of way is unclear. As land abutting an adopted highway it can be expected that some access rights apply to it. If there is no right of way over the verge for non-residents the Council could consider preventing the owners from walking across the grass verge, but not from installing a gate. The Council could simply ask that the owner never use the gate. The practical issue then becomes one of enforceability and proportionality. Unless the Council had someone watching the verge it would be unable to enforce its request and if it were to litigate without evidencing damage to the land our response would be disproportionate and an unnecessary drain on Council resources.

Moving forward, the Council could consider changing its standard boundary maintenance provisions in relation to any future sales of Council owned property boarding Westwood Close. Such a change in provision could include the requirement 'not to insert, create or erect any door, gate or other access without the prior written approval of the Director of Housing'. Such a change however would have limited impact given that there are now only three properties in Council ownership which have a rear boundary adjoining the estate at Westwood Close.

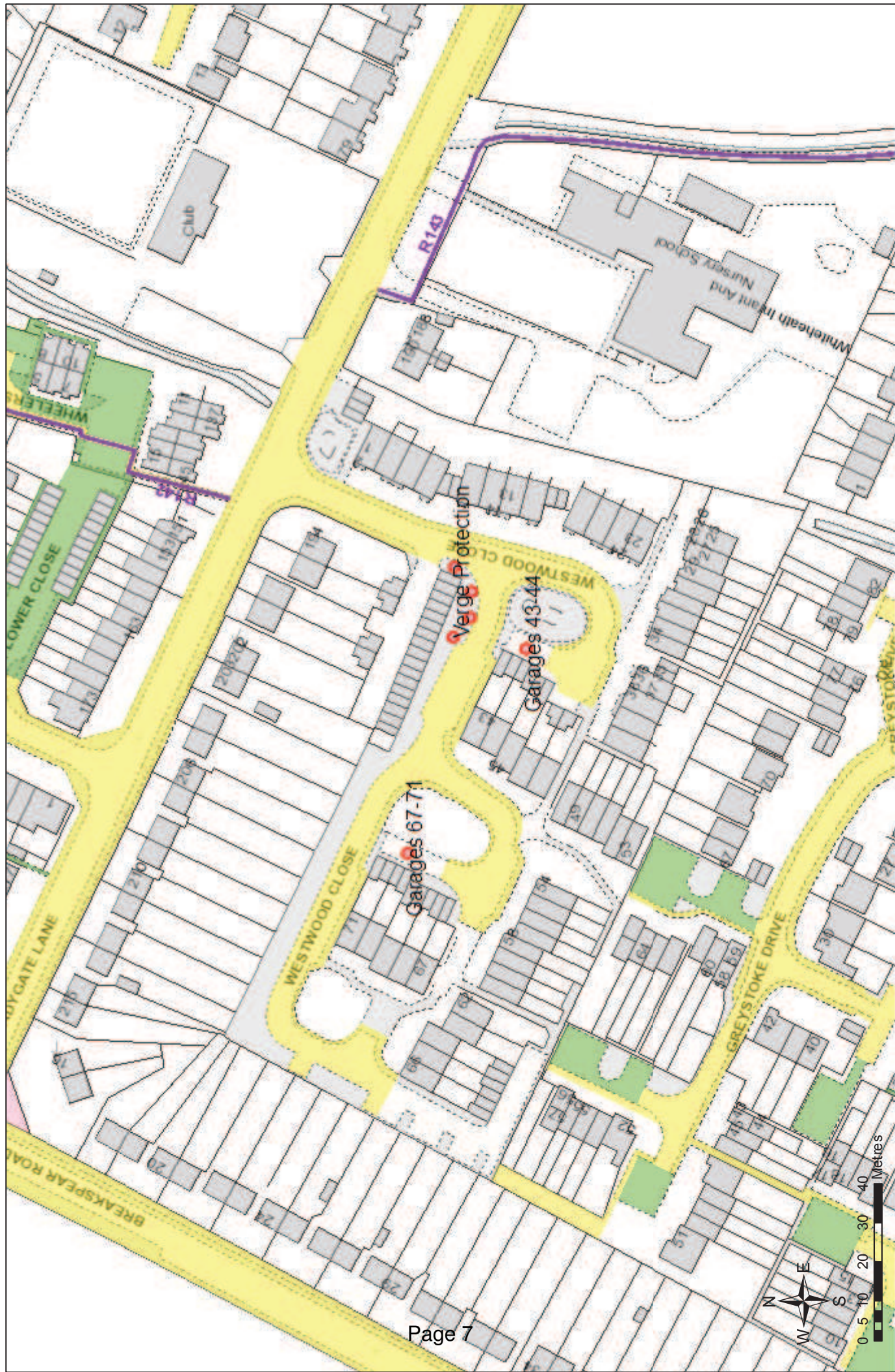
Corporate Property and Construction

There are no Corporate Property and Construction implications resulting from the recommendations set out in this report.

BACKGROUND PAPERS

Nil.

Westwood Close - Petition



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PETITION REQUESTING 24/7 PERMIT HOLDER PARKING AND DOUBLE YELLOW LINES ON A SECTION OF SHARPS LANE, RUISLIP

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 24/7 permit holder parking and extended double yellow lines to be introduced along a section of Sharps Lane, Ruislip.
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	The estimated cost to carry out the recommendation of this report is negligible as consultation can be carried out with internal resources.
Relevant Policy Overview Committee	Residents' & Environmental Services.
Ward(s) affected	West Ruislip

2. RECOMMENDATION

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. Subject to the outcome of the above, decides if 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

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Part 1 - Members, Public and Press

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 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 that the Council considers implementing permit holder only parking and double yellow lines along a section of Sharps Lane, Ruislip to prevent non-residential parking by commuters in the day and parking in the evenings associated with the local amenities.
2. Sharps Lane is a residential road situated to the west of Ruislip town centre and effectively consists of two different sections of road, part of which already benefits from parking restrictions. This petition refers to the unrestricted section of road near to the junction with Bury Street. Due to the close proximity of Ruislip town centre, this area forms an attractive area for non-residents to park. It is also close to several pubs and restaurants including "The George" public house & Harvester restaurant which is situated directly adjacent to the area where most of the petitioners live. This is a particular problem in the evenings when the public house car park is full.
3. The relevant section of Sharps Lane to which this petition refers is indicated on the plan attached as Appendix A.
4. The Cabinet Member will be aware that the Council recently conducted an informal consultation with the residents of this part of Sharps Lane along with part of Hill Lane and Manor Road. The purpose of this consultation was to see if residents would like to consider some form of parking controls following a petition from residents of Manor Road. The majority of responses from Hill Lane and Sharps Lane indicated that they would prefer no change to the current parking arrangements, so as a result no further proposals for restrictions were developed in these two roads. However, the majority of responses from Manor Road indicated they would support a permit holder parking scheme and consequently the Council is currently in the process of developing a scheme for this road.

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5. This petition was received after the above informal consultation had concluded and is effectively requesting for one of the options which was previously offered to residents but with a Parking Management Scheme operational 24/7 and extended double yellow lines to prevent obstructive parking.

6. The Cabinet Member will remember previously hearing a petition from residents living close to another town centre, asking for their residents parking scheme to operate at all times. These residents experienced problems from town centre related parking due to the busy night time economy. As the residents parking problems were predominately in the evening it was decided to extend the schemes operational hours to 10pm. This late evening finish time was preferred by the Parking Services Manager rather than 24 hours operation in order to carry out effective enforcement. Subsequently operational times of 9am to 10pm everyday were implemented in the area which is operating successfully. As residents of Sharps Lane appear to be suffering similar problems relating to town centre parking, it is considered these would be the most suitable times for operation if a scheme is subsequently proposed for this section of Sharps Lane.

7. It is not the Council's usual practice to install a Parking Management Scheme in just a short section of road. It is however noted that the residents of the remaining unrestricted section of Hill Lane (which is a continuation road from Sharps Lane) have also recently petitioned the Council asking for a parking scheme, and this is to be considered at the same petition hearing.

8. A scheme is currently in the process of being developed close by in Manor Road following the outcome of the consultation carried out earlier in the year. It is therefore recommended that the Cabinet Member discusses with petitioners their request and if it is considered appropriate, instructs officers to arrange for a further consultation to be carried out with all of the residents that live along the section of Sharps Lane between the junctions of Hill Lane and Bury Street. Instead of the usual questionnaire which was delivered to residents previously, residents could simply be asked if they support permit holder only parking bays operational 9am to 10pm everyday with an individual bay layout and extended double yellow lines to prevent obstructive parking. The results of the consultation would then be reported back to the Ward Councillors and the Cabinet Member for further consideration.

Financial Implications

The estimated cost to carry out the recommendation of this report is negligible as informal consultation could be carried out with internal resources. However, if a scheme is subsequently progressed to the next stage of statutory consultation this will be subject to a further Cabinet Member report at which stage funding from a suitable source will need to be identified.

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.

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Part 1 - Members, Public and Press

Consultation Carried Out or Required

It is recommended that informal consultation be carried out with the resident of part of Sharps Lane, Ruislip. If the Council subsequently decides for statutory consultation to be carried out this will be subject to a future Cabinet Member report and decision.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate finance have reviewed the report and concur with the financial implications above, noting that funding would need to be identified from the existing parking scheme programme before implementing changes to the current parking scheme resulting from the consultations.

Legal

There are no special legal implications regarding the Cabinet Member meeting with the petitioners regarding their request for a Parking Management Scheme and extended double yellow lines on Sharps Lane in Ruislip, 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 responses to the petition hearing, 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 in this report.

6. BACKGROUND PAPERS

Petition received – 29th October 2014.



Sharps Lane, Ruislip - Petition requesting 24/7 permit holder parking and extended double yellow lines

Appendix A

Date November 2014

Scale 1:4,000



Section of Sharps Lane without parking restrictions

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WINDSOR CLOSE, NORTHWOOD HILLS - PETITION REQUESTING A PARKING MANAGEMENT SCHEME

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 Parking Management Scheme in Windsor Close, Northwood Hills.
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 none associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward(s) affected	Northwood Hills

2. RECOMMENDATION

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

None at this stage.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition of 28 signatures has been submitted to the Council from residents who live in Windsor Close asking for a Parking Management Scheme. In an accompanying statement the lead petitioner suggests the problems are as follows:

"No parking places for residents, High Street merchants and customers are parking their cars in the street

Street has become super congested with parked cars on both sides

The turning area at the west end of the road is too often congested with cars blocking others in and without any identification of where the driver can be found. Also, cars parked without leaving room for pedestrians to pass forcing them into the road - not acceptable at all for children and elderly people".

2. Windsor Close is predominantly a residential cul-de-sac that is in the heart of Northwood Hills town centre. The road comprises of 40 maisonettes and provides access to a development of 64 residential units, the service road behind shops on Joel Street and Fairfield Church. The majority of the properties do not benefit from off-street parking. Due to the close proximity to Northwood Hills Underground Station and the local amenities, Windsor Close is a convenient place to park. The location of Windsor Close is indicated on the plan attached as Appendix A.

3. The petition has been signed by 22 of the 40 maisonettes in Windsor Close which represents 55% of the total households in this road.

4. The Cabinet Member will be aware that in September 1999, following a petition submitted by residents, the Council agreed to allow footway parking in Windsor Close. Due to the narrow nature of the carriageway and footways the road did not meet the Council's usual criteria for the introduction of an exemption for parking on the footway. However, following various site visits and meetings with residents an exception was made in the case of Windsor Close. However, from comments made by the lead petitioner it would appear that this arrangement is now causing some difficulties for residents.

5. The Cabinet Member will recall hearing two similar petitions submitted by residents of Oakdale Avenue and Briarwood Drive also asking for measures to address commuter parking which are roads almost directly opposite Windsor Close on the east side of Joel Street. From these various petitions it appears that there is local support for managed parking.

6. In light of the recent petitions submitted from the area it is recommended that the Cabinet Member discusses with petitioners their concerns and if considered appropriate, asks officers to add Windsor Close to the parking stress survey that will be commissioned.

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 parking 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 this report and confirms that there are no direct financial implications associated with 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.

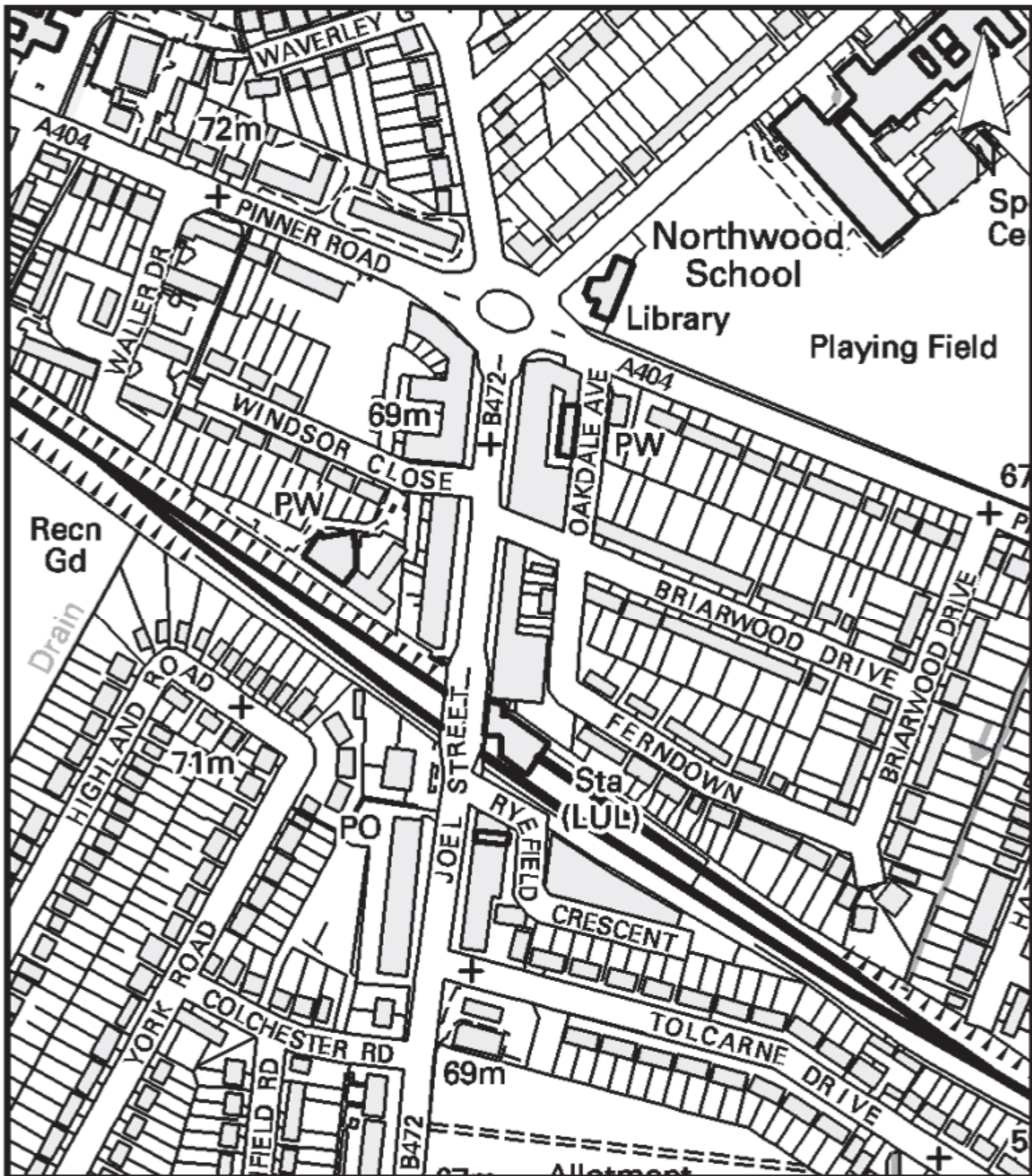
Corporate Property and Construction

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

6. BACKGROUND PAPERS

Petition received 25th September 2014.

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Location Plan
Windsor Close, Northwood Hills

Appendix A

Date November 2014

Scale 1:3,000

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Agenda Item 7

JUNCTION OF HILLINGDON HILL AND THE CROSSWAY, UXBRIDGE - PETITION REQUESTING ROAD SAFETY MEASURES

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation and Recycling
Officer Contact(s)	Catherine Freeman Residents' Services
Papers with report	Appendices A & B - Location plan and junction layout plan

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition requesting road safety measures at the junction of Hillingdon Hill and The Crossway
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	Uxbridge North Ward and Brunel Ward .

2. RECOMMENDATION

That the Cabinet Member:

- 1. Meets with petitioners and considers their concerns regarding road safety 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.**

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Part 1 - Members, Public and Press

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

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 65 valid signatures has been submitted to the Council under the following heading *"We, the undersigned, (All local residents) call upon the London Borough of Hillingdon to investigate measures to make the junction of the road at The Crossway and Uxbridge Road safer for both drivers and pedestrians"*.
2. In a covering letter, the lead petitioner highlights the petitioners' concerns with vehicles turning out of The Crossway to access the westbound carriageway of Hillingdon Hill due to high vehicle speeds. The lead petitioner also states that at peak times gridlocked traffic can result in motorists being stuck across the lanes of traffic.
3. Hillingdon Hill and Uxbridge Road (A4020) form part of the Strategic Road Network (SRN). These are A-roads with interest from Transport for London who have a strategic responsibility to ensure the free flow of traffic on the SRN.
4. The section of Hillingdon Hill in the vicinity of The Crossway is dual carriageway and a location plan is attached as Appendix A to this report. There is a gap in the central reservation on Hillingdon Hill at this junction and there are three lane "pockets" marked on the carriageway to assist with the manoeuvres of vehicles turning in and out of The Crossway as well as assisting westbound vehicles wishing to make a u-turn. A plan indicating the layout of the junction of Hillingdon Hill and The Crossway is attached as Appendix B to this report.
5. As the Cabinet Member will be aware, some of the gaps in the central reservation at junctions along the Uxbridge Road, including Royal Lane, were closed off for road safety and traffic management reasons many years ago. The dominant movement of traffic passing through the gap on Hillingdon Hill at its junction with The Crossway appears to comprise of drivers who are travelling westbound on Hillingdon Hill from Royal Lane or Harlington Road who wish to make a u-turn and head back towards Vine Lane or Long Lane. The turning pockets are therefore arranged to provide the minimum conflict and to

safely accommodate the queue of vehicles which feed into the easternmost pocket for vehicles wishing to make a u-turn westbound.

6. Analysis of the latest available Police recorded personal injury accident data for the three year period ending May 2014, has shown that there have been four accidents at the junction of Hillingdon Hill and The Crossway involving slight injuries. One accident involved an eastbound vehicle turning left into the service road on Hillingdon Hill, which collided with a westbound cyclist in the nearside lane. The second accident, involved a vehicle travelling westbound on Hillingdon Hill which attempted to make a u-turn and collided with an eastbound vehicle. The third accident, involved a vehicle turning right into The Crossway which collided with an eastbound vehicle. The fourth accident involved a vehicle travelling eastbound on Hillingdon Hill which collided with a broken down vehicle in the outside 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. Hillingdon Hill has previously been added to the Council's VAS programme and a sign has been installed at its junction with The Crossway. It is recommended that the Cabinet Member considers including this road in a future phases of the programme.
8. The Cabinet Member will furthermore be aware that Council officers meet representatives of the police and other emergency services on a quarterly basis at a special "Traffic Liaison Meeting" at which concerns about road safety are reviewed. Although no concerns have previously been expressed by these bodies concerning the section of Hillingdon Hill which is the subject of this petition, officers may add this site to the agenda of the next available meeting if deemed appropriate.
9. It is recommended that the Cabinet Member meets the petitioners and listens to their concerns and decides if this report should be added to the Council's Road Safety Programme for further investigation.

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.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate finance has reviewed the report and concurs with the financial implications that there are no additional costs to the council associated with the recommendations to this report.

Legal

There are no special legal implications with the Cabinet Member to meet and discuss with petitioners their request to review the current proposals for the road safety measures at the junction of Hillingdon Hill and The Crossway, 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. 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.

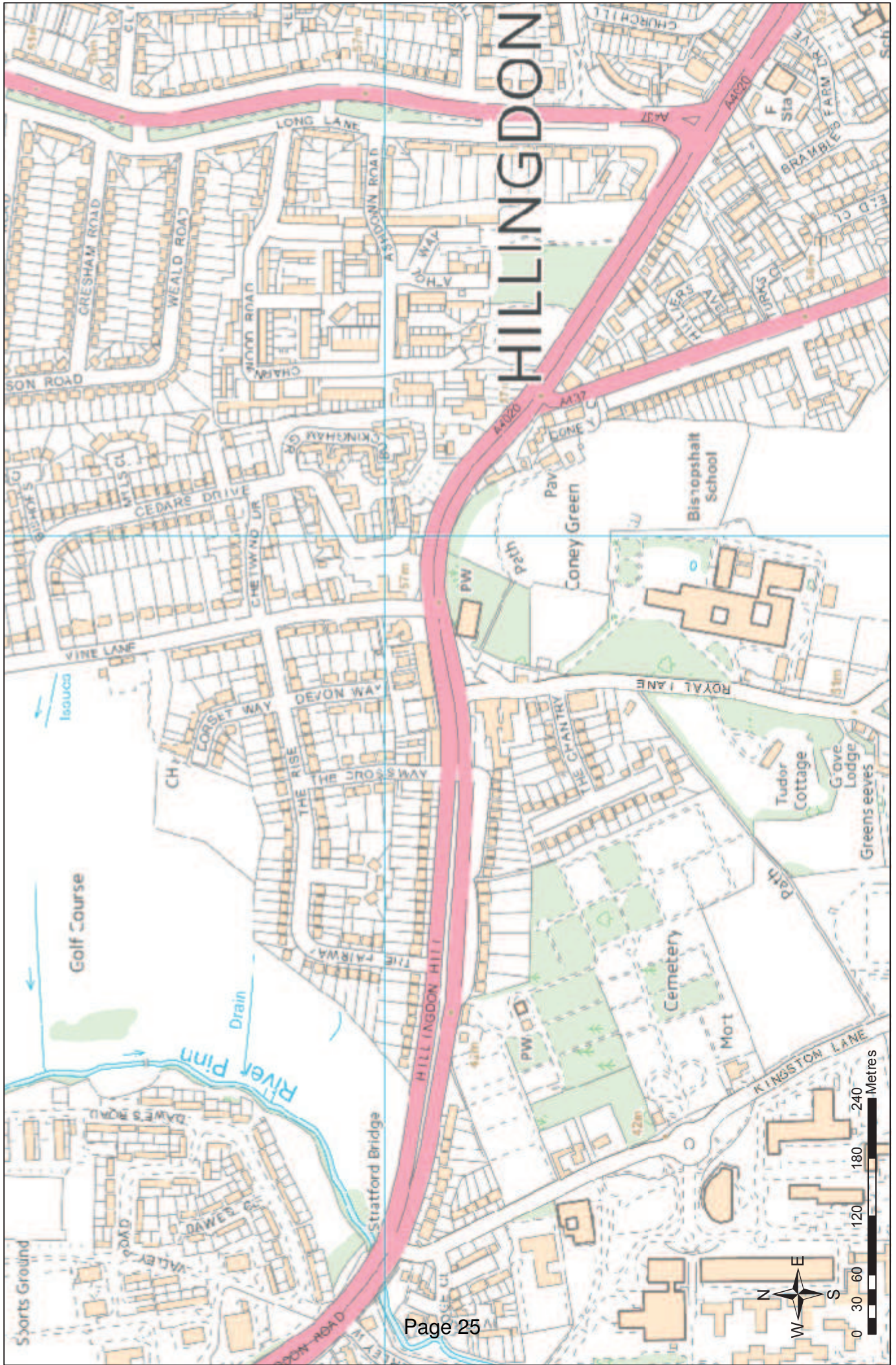
Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received.

Appendix A: Location plan - Hillingdon Hill / The Crossway, Uxbridge



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Appendix B: Junction layout plan - Hillingdon Hill / The Crossway, Uxbridge



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