



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Planning and Transportation

Date: WEDNESDAY, 20 MAY 2009

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 and Transportation

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.

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

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Contact: Nikki Stubbs
Tel: 01895 250472
Fax: 01895 277373
Email: nstubbs@hillington.gov.uk

This Agenda is available online at:

http://www.hillingdon.gov.uk/index.jsp?articleid=5553&action=view_doc&cid=104

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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Useful information

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Please enter from the Council's main reception where you will be directed to the Committee Room. An Induction Loop System is available for use in the various meeting rooms. Please contact us for further information.

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Petition Hearing with the Cabinet Member for Planning and Transportation

Agenda for the hearing

PART 1 – MEMBERS, PUBLIC AND PRESS MAY ATTEND

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

Petition Number	Start Time	Subject of petition	Ward	Page Number
1	7pm	Tweeddale Grove & Pentland Way, Ickenham – Petition Requesting A Resolution To The Parking Issues Faced By Staff At The Growing Tree Nursery	West Ruislip	1
2	7.30pm	Sedley Grove, Harefield – Petition Requesting The Installation Of Speed Ramps And Bollards	Harefield	9

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TWEEDDALE GROVE & PENTLAND WAY, ICKENHAM – PETITION REQUESTING A RESOLUTION TO THE PARKING ISSUES FACED BY STAFF AT THE GROWING TREE NURSERY

Cabinet Member	Councillor Keith Burrows
Cabinet Portfolio	Planning and Transportation
Officer Contact	Catherine Freeman, Environment and Consumer Protection
Papers with report	Appendices A - C

HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that a petition of 55 signatures has been received from citizens of the local and surrounding areas requesting a resolution to the parking issues faced by staff at the Growing Tree Nursery in Pentland Way, Ickenham.
Contribution to our plans and strategies	The request has been considered in relation to the Council's strategy for road safety.
Financial Cost	There are no financial implications to this report (although there would be a cost of approximately £500 to issue the Relevant Public Notices if the waiting restriction are made permanent).
Relevant Policy Overview Committee	Residents' and Environmental Services
Ward(s) affected	West Ruislip

RECOMMENDATION

That the Cabinet Member:

1. Notes the petition request.
2. Meets with and listens to the petitioners' concerns regarding parking issues on Tweeddale Grove and Pentland Way.
3. Considers reducing the hours of operation of the single yellow line experimental waiting restrictions in Tweeddale Grove and Pentland Way from 'Mon-Fri, 8.30am-10.30 am' and '3.30pm-4.30pm' to a one-hour morning and afternoon waiting restriction of 'Mon-Fri, 9.30am-10.30am and 3.30pm-4.30pm'

INFORMATION

Reasons for recommendation

To investigate the petitioners' request in further detail.

Alternative options considered

Options will be discussed with the petitioners.

Comments of Policy Overview Committee(s)

None at this stage

Supporting Information

1. In January 2009, the Council received a petition with 55 signatures requesting a resolution to the parking issues faced by staff at the Growing Tree Nursery in Pentland Way, Ickenham. Of the 55 signatures, at least 20 are Borough residents. The Council has also received five representations from local citizens regarding the impact the experimental waiting restrictions in Tweeddale Grove and Pentland Way are having on parents and staff at the Growing Tree Nursery.
2. In response to a request from the Ministry of Defence (MoD), the Council introduced experimental waiting restrictions on Heacham Avenue, Pentland Way, Tweeddale Grove and Thorpland Avenue, Ickenham, as shown on Appendices A-C. The reasons for the installation of the experimental waiting restrictions were:
 - To prevent damage to the road or any building near the road;
 - To facilitate passage on the road for any class of traffic (including pedestrians);
 - To prevent the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which is unsuitable having regard the existing character of the road or adjoining property;
 - To preserve or improve the amenities of the area through which the road runs;
 - For any purposes listed in subsections a-c of section 87 of the Environment Act 1995; and
 - To permit the free flow of traffic, particularly for emergency vehicles.
3. The operative date for this scheme came into force on 2 July 2008, which allowed the initial 6 months to 26 January 2009 for the public to object or make representations. Therefore, the Council is due to review the experimental waiting restrictions and decide if they should be made permanent.
4. The petitioners have informed the Council that they work in the children's day nursery based in the old American Elementary School on Pentland Way, which is open from 7:45am – 6.00pm. The petitioners have stated that the experimental waiting restrictions have had major complications for the staff at the Growing Tree Nursery. The nursery staff have been issued parking permits by the MoD which allow them to park in the privately owned visitors' spaces of the neighbouring houses. However, the petitioners have stated that this has proved highly antagonistic to many of the local residents.

5. The petitioners appreciate that the restrictions have been imposed to deter commuter parking but have requested that the Council issues the staff of the Growing Tree Nursery with permits which allow them to park outside the nursery. The petitioners have stated that if this is not possible then they would suggest that the playground is made accessible for staff to park which would alleviate the whole situation. Alternatively, at the very least, the petitioners have requested that parking is prohibited for a time period of 30 minutes to an hour. The petitioners state that this request would discourage commuters parking in these roads and staff could be issued with permits enabling them to park.
6. As the Cabinet Member will be aware, the Council does not issue the type of parking permit requested by the petitioners. The Council only issues parking permits to residents and businesses when there is a Parking Management Scheme in place. A Parking Management Scheme involves a number of adjoining roads which is supported by the majority of affected residents. The Council has not received much demand for a Parking Management Scheme in this area but this type of scheme could be considered if the Council carries out future consultations in the area.
7. With regards to the petitioners' request for the playground to be made accessible for staff to park, the Council is currently investigating this issue as the area is being developed and any additional information, if available in time, will be presented at the Petition Hearing Meeting.
8. The Council has liaised with the Health and Safety Officer from the MoD regarding the permits issued to the staff at the Growing Tree Nursery. The Health and Safety Officer has confirmed that there are no allocated parking spaces to anyone in the Quarters but has requested that the nursery staff do not all cluster in the same parking area. The Welfare Officer at the MoD has spoken to the residents concerned and has confirmed that there are sufficient parking spaces for the nursery staff to park in the privately owned visitors' spaces of the neighbouring houses.
9. The Council is due to review the experimental waiting restrictions on Heacham Avenue, Pentland Way, Thorpland Avenue and Tweeddale Grove, Ickenham. During the 6 month consultation period, the Council received five additional representations from local citizens regarding the impact the experimental waiting restrictions in Tweeddale Grove and Pentland Way are having on parents and staff at the Growing Tree Nursery. The main concerns are the difficulties faced by parents when trying to park to drop off and collect children attending the nursery. In addition, a number of parents have found it difficult to park for the nearby West Ruislip Underground station, in order to commute to work. However, it must be appreciated that the issue of commuter parking is an issue of concern to many local residents, and a pay and display car park is available at West Ruislip station.
10. In response to the petition and additional representations, it is recommended that the Council considers reducing the hours of operation of the single yellow line experimental waiting restrictions in Tweeddale Grove and Pentland Way from 'Mon-Fri, 8.30am-10.30 am and 3.30pm-4.30pm' to a one-hour morning and afternoon waiting restriction of 'Mon-Fri, 9.30am-10.30am and 3.30pm-4.30pm'. The Growing Tree Nursery is open from 7:45am – 6.00pm and this recommendation will allow parents of the nursery to drop off their children more easily in the morning, whilst discouraging all day commuter parking. In addition, this recommendation aims to reduce the impact of the waiting restrictions on local residents and staff at the Growing Tree Nursery.

11. As the Cabinet Member will be aware, the Council does not generally install waiting restrictions which are operational for an hour or less per day due to the difficulties of enforcement.
12. The Health and Safety Advisor from the MoD is in support of a midday waiting restriction which would reduce the impact on the Growing Tree Nursery but would discourage all day commuter parking. However, if the Council decides to install waiting restrictions with hours of operation which deviate from the hours of operation of the current experimental waiting restrictions then these would need to be formally advertised for a further 6 months.
13. During the 6 month consultation period, the Council also received a number of representations from residents of Aylsham Drive who are concerned that commuter parking has transferred to this road and its side roads. It is recommended that the parking issues in Aylsham Drive and Heacham Avenue are reviewed in conjunction with the new housing development on the former Royal Air Force site.

Financial Implications

There are no financial implications to this report. If the Cabinet Member decides to make the waiting restrictions permanent, there would be a cost of approximately £500 to issue the relevant Public Notices. This can be funded from an allocation from the Parking Revenue Account. If the Cabinet Member decides to change the restrictions or revoke them, there will be additional cost for removal or changes to the signs and lines.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

It will allow further consideration of the petitioners' concerns and the request for a resolution to the parking issues faced by staff at the Growing Tree Nursery in Pentland Way, Ickenham

Consultation Carried Out or Required

Public Notice of the proposals has been given in the local newspaper and Notices displayed on the streets affected.

CORPORATE IMPLICATIONS

Corporate Finance

N/A.

Legal

The proposals for reducing the hours of operation of the single yellow line experimental waiting restrictions in Tweeddale Grove and Pentland Way can be achieved by exercising powers under the Road Traffic Regulation Act 1984 and Highways Act 1980. On the basis of the information contained in this report, it does not appear there are special legal implications for this particular matter. The client will be required to be mindful of the statutory procedures imposed upon the traffic authority for the making of Traffic Management Orders which spring from the Road Traffic Regulation Act 1984. Officers are familiar with these procedures. In cases

of doubt Legal Services will be instructed. The decision maker must balance the relevant considerations to best give effect to the discharge of the statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic.

In considering any 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 were conscientiously taken into account in finalising the officer's recommendation.

Corporate Property

N/A.

Relevant Service Groups

N/A.

BACKGROUND PAPERS

- Petition received, dated 26th January 2009
- Letters received from residents during the 6 month consultation period

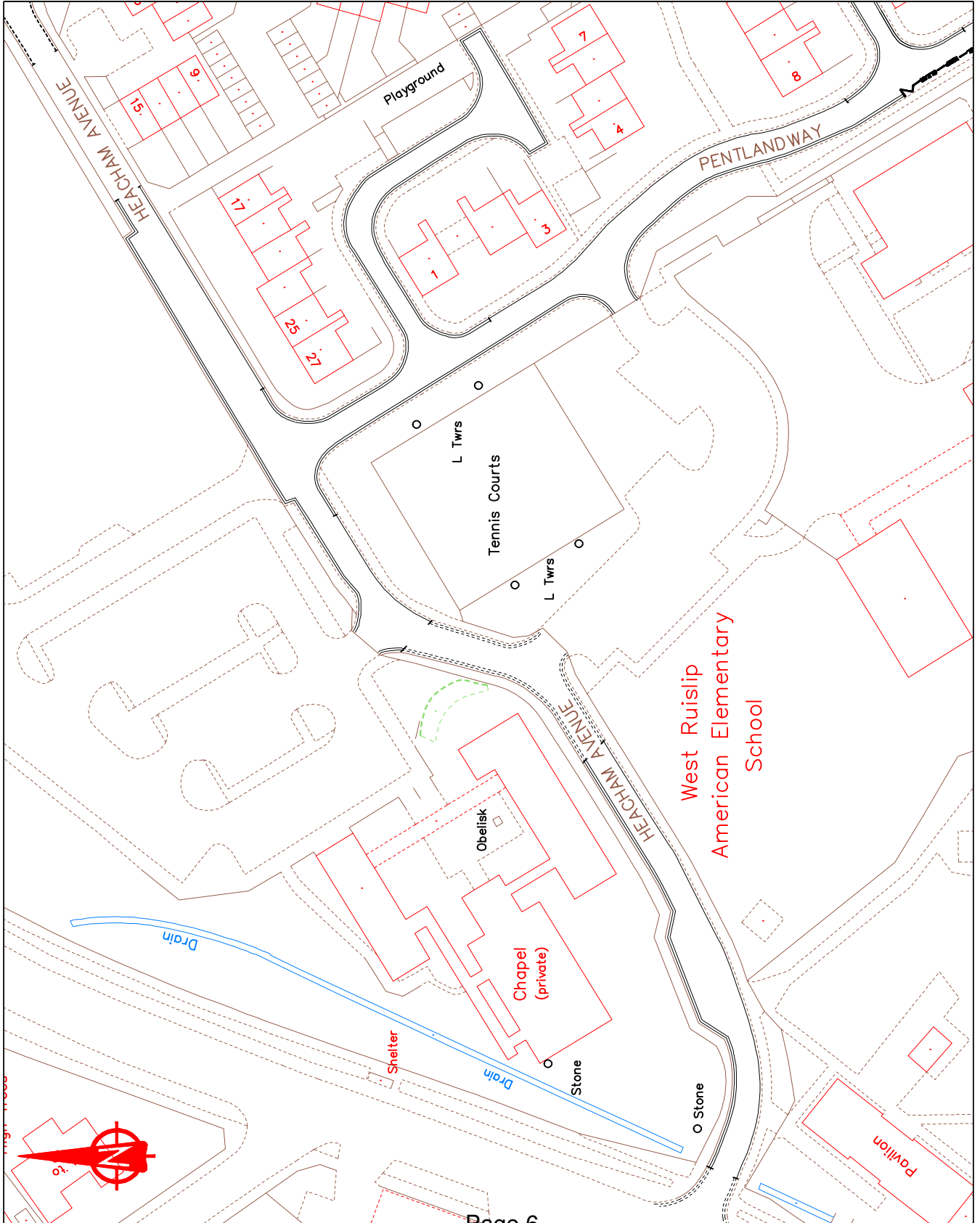
Notes:

- Existing 'Mon-Sat, 8am-6.30pm' waiting restrictions
- Existing 'At Any Time' waiting restrictions
- Existing experimental 'Mon-Fri, 8.30am-10.30am and 3.30pm-4.30pm' waiting restrictions
- Existing experimental 'At Any Time' waiting restrictions

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Project Pentland Way / Tweeddale Grove / Thorpland Avenue / Heacham Avenue, Ickenham	
Existing waiting restrictions	
Description	
Scale NTS	Drawn (Initials/Date) CF 03/09
Project No.	Checked (Initials/Date)
Drawing No.	Rev.



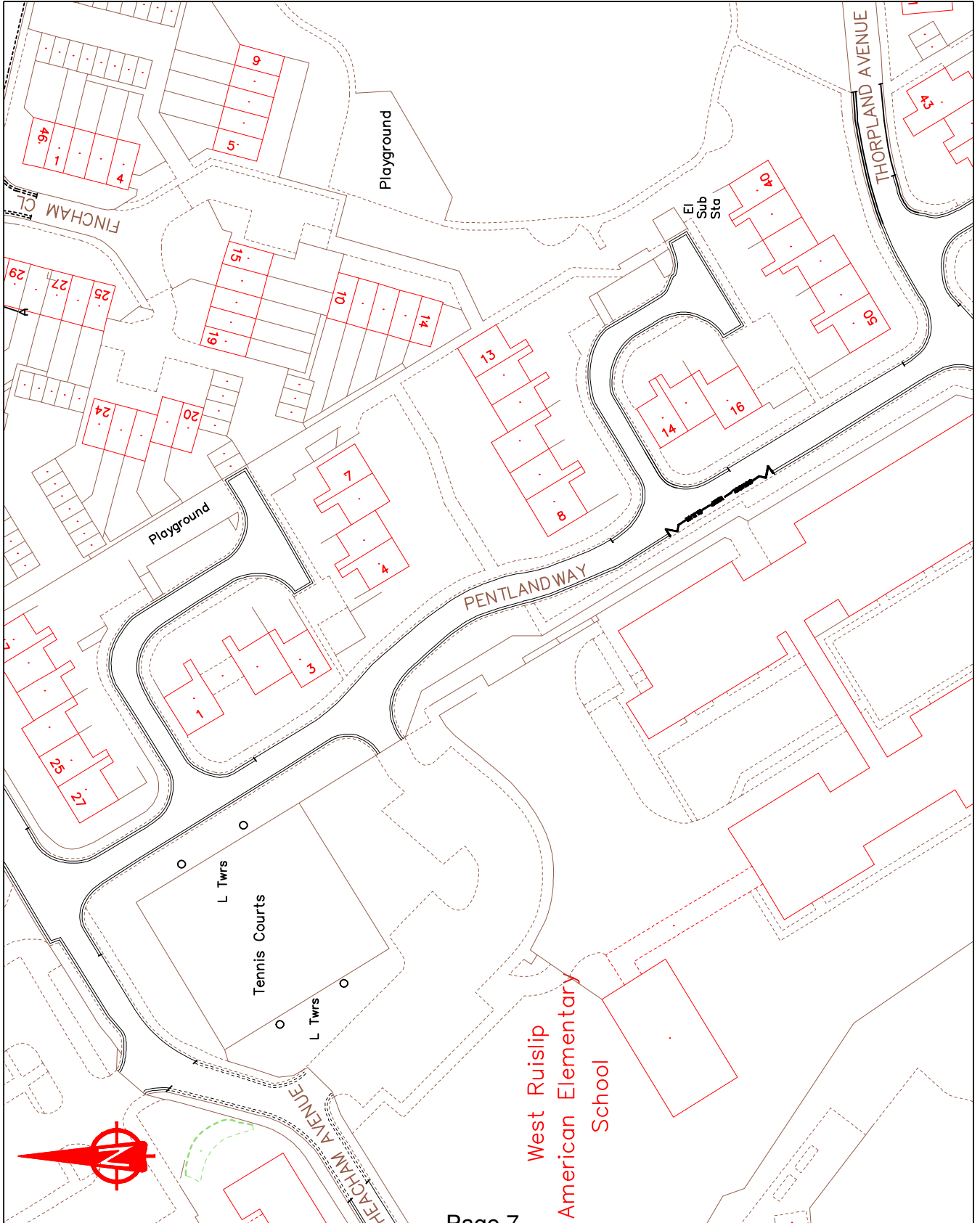
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Project Penland Way / Tweeddale Grove / Thorpland Avenue / Heacham Avenue, Ickenham	
Existing waiting restrictions	
Description	
Scale NTS	Drawn (Initials/Date) CF 03/09
Project No.	Checked (Initials/Date)
Drawing No.	Rev.



SEDLEY GROVE, HAREFIELD – PETITION REQUESTING THE INSTALLATION OF SPEED RAMPS AND BOLLARDS

Cabinet Member	Councillor Keith Burrows
Cabinet Portfolio	Planning and Transportation
Officer Contact	Caroline Haywood, Environment and Consumer Protection
Papers with report	Appendix A

HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that a petition has been received from residents of Sedley Grove and commuters requesting the installation of speed ramps and bollards in Church Hill.
Contribution to our plans and strategies	The request will be considered with in the Council's Road Safety Programme.
Financial Cost	The funding for the speed and volume surveys could be obtained from the Council's Road Safety Programme at an estimated cost of £400.
Relevant Policy Overview Committee	Residents' and Environmental Services
Ward(s) affected	Harefield

RECOMMENDATION

That the Cabinet Member:

1. Notes the petition and the request for measures to address the speeding traffic in Church Hill and listens to the concerns of the petitioners;
2. Asks officers to conduct a 24 hour/seven day speed and volume survey in Church Hill and report back;
3. Instruct officers to liaise with the Harefield Safer Neighbourhood Team to monitor the site; and
4. Subject to the concerns raised by petitioners and the results of the survey, considers instructing officers to conduct further investigations into possible traffic calming measures under the Road Safety Programme.

INFORMATION

Reasons for recommendation

The petitioners are concerned with the speed of vehicles in their road. The recommendations will explore the extent of their concerns and look at possible solutions to mitigate these concerns.

Alternative options considered

No other options have been considered, as the recommendations ask officers to gather further information before considering feasible solutions.

Comments of Policy Overview Committee(s)

None at this stage.

Supporting Information

1. The Council has received two petitions comprising a total of 57 signatures from the residents of Sedley Grove as well as a number of commuters. The petitioners are requesting the installation of bollards and speed ramps to reduce vehicle speeds.
2. The petitioners state that: *'This has been signed in the hope that some form of traffic calming measures can be implemented on this stretch of road, as there have been serious accidents resulting in a very serious injury to a pedestrian...There has also been extensive damage to peoples property from vehicles over the years, including one this year which destroyed 5 fences and two sheds.'*
3. Sedley Grove and Church Hill are situated within Harefield Ward. Church Hill is a fairly long road on a hill, which bends in this section of the road before it joins Harvil Road. Church Hill and Sedley Grove are residential in nature. Sedley Grove is off Broadwater Lane and the rear gardens of No 9 – 17 and No 32 – 43 Sedley Grove back on to Church Hill, as shown on Appendix A. There is an existing speed camera just north of Broadwater Lane and the Council has recently installed a pedestrian refuge just north of Priors Gardens to aid people using the bus stop. Church Hill has a high flow of traffic and is the main route between Uxbridge and Harefield village. Church Hill is also the route for the U9 and 331 buses.
4. The Cabinet Member will be aware that the Council does not introduce road humps because of the level of objection both from the bus operators and the emergency services, whose response times can be seriously affected by such features.
5. The police reported personal injury accident data records for the 36 months period ending in December 2008 shows there have been two accidents in Church Hill between Broadwater Lane and Priors Avenue. Both were slight (as opposed to 'Killed or Seriously Injured') accidents and one involved a lone vehicle losing control.
6. Funding for traffic calming schemes where there is a high level of accidents is generally allocated by Transport for London (TfL). Their funding allocation is based on accident data and one of the criteria is six or more police reported personal injury accidents at the

site of the proposed scheme. Church Hill with two personal injury accidents therefore does not meet the TfL criteria.

7. The Cabinet Member will also be aware that the Council operates a Road Safety Programme, funded from the Council's own capital reserves, and this programme allows the Council to explore road safety measures which fall outside the TfL criteria. The Cabinet Member may therefore wish to consider including Church Hill within that programme for further study once he has heard the concerns of the petitioners.
8. The Cabinet Member will wish to hear the views of the petitioners and, subject to that, may wish to approve a 24 hour/seven day speed and volume survey in Church Hill as part of the Road Safety Programme.
9. The Cabinet Member will be further aware that officers are in regular communication with counterparts within the Police 'Safer Neighbourhood Team' who are able to investigate issues of community concern and share their findings with the Council. This report will be shared with the Harefield SNT and their input further sought in the development of any measures deemed appropriate under the Road Safety Programme.

Financial Implications

The funding for the speed and volume surveys will be met from the Council's Road Safety Programme budget at an estimated cost of £400.

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 concerns.

Consultation Carried Out or Required

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

CORPORATE IMPLICATIONS

Legal

The report identifies that it is necessary to explore the practical options available to the Council. The identification and use of any specific powers would be considered with officers after the Council identifies the outcome of any review.

BACKGROUND PAPERS

Petition received: 14th October 2008.

APPENDIX A

