



HILLINGDON  
LONDON



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

**Date:** WEDNESDAY, 15 JULY  
2015

**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.

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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reports can be made available  
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information.**

**Published:** Tuesday, 7 July 2015

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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](http://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.

	<b>Start Time</b>	<b>Title of Report</b>	<b>Ward</b>	<b>Page</b>
<b>4</b>	7pm	Petition requesting a "Stop and Shop" parking scheme outside Nos, 757-849 Uxbridge Road, Hayes End	Botwell	1 - 6
<b>5</b>	7pm	Edgar Road, West Drayton – Petition requesting a Parking Management Scheme	Yiewsley	7 - 12
<b>6</b>	7:30pm	The Ridgeway, Ruislip - Petition requesting parking restrictions	Manor & Eastcote & East Ruislip	13 - 18
<b>7</b>	8pm	High Street, Northwood – Petition requesting a permit parking scheme	Northwood	19 - 26
<b>8</b>	8pm	Field End Road, Service Road , Ruislip – Petition requesting raised tables and measures to stop rat-running	South Ruislip	27 - 32

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## PETITION REQUESTING 'STOP & SHOP' PARKING SCHEME OUTSIDE NOS. 757-849 UXBRIDGE ROAD, HAYES END

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

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition requesting a 'Stop & Shop' parking scheme outside Nos. 757-849 Uxbridge Road, Hayes.
<b>Contribution to our plans and strategies</b>	The request can be considered in relation to the Council's strategy for on-street parking controls.
<b>Financial Cost</b>	There are no financial implications associated with the recommendations to this report
<b>Relevant Policy Overview Committee</b>	Residents and Environmental Services.
<b>Ward(s) affected</b>	Botwell

### 2. RECOMMENDATION

#### Meeting with the Petitioners, the Cabinet Member:

1. Discusses the request for a "Stop and Shop" parking scheme outside Nos. 757-849 Uxbridge Road, Hayes.
2. Subject to the above, asks officers to add this request for a "Stop & Shop" parking scheme to the Council's forward parking programme for possible informal consultation with businesses and residents.

#### 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 96 valid signatures has been submitted to the Council requesting improvements be made to the parking facilities outside Nos. 757-849 Uxbridge Road, Hayes End. In the petition heading, the lead petitioner explains the difficulties that businesses are experiencing with customer parking and in particular the lack of disabled parking facilities. The lead petitioner also raises concerns about the manner in which vehicles are parking which creates a hazard for passing cyclists travelling along Uxbridge Road.
2. The location of this shopping parade is indicated on Appendix A and is situated between Morgan's Lane and West Drayton Road. The southernmost half of the parade benefits from a service road segregated from the main carriageway by a central reservation whilst the northern section is a lay-by off the carriageway. There are in excess of 14 business units along this section of road, however when officers visited the location some of these appeared to currently be unoccupied.
3. This petition has been signed predominantly by residents of the Borough who are assumed to be customers of the businesses along Nos. 757-849 Uxbridge Road. The petition also contains signatures from some of the employees who work in businesses along this section of road. It appears petitioners are asking for the Council to consider introducing a "Stop & Shop" Parking Scheme similar to the scheme which is in operation opposite along the Hayes End Drive Parade. As the Cabinet Member will be aware, this type of parking scheme has been successfully introduced in many town centres and some shopping parades within the Borough. Numerous requests continue to be received for these schemes, which reflect the benefits that some shopkeepers and customers derive from this type of controlled parking.
4. The Council's policy for the introduction of controlled parking schemes is that they must be supported by the majority of those who respond to the consultation. From the petition submitted it would appear that many of the business occupiers and their customers have signed the petition but there are few from the residents who live above the parade. Should the Cabinet Member wish to give consideration to the introduction of a 'Stop & Shop' scheme, it is recommended that the Council undertakes its own informal consultation to determine if there is sufficient support from all of those most directly affected. Subject to the Cabinet Member's decision the results of such a consultation can be reported back to the Cabinet Member for consideration.
5. In summary 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 request to the forward parking programme to subsequently undertake an informal consultation for a possible "Stop & Shop" parking scheme in the near future.

### **Financial Implications**

There are none associated with the recommendations to this report however, if the Council was to consider the introduction of a "Stop and Shop" parking scheme outside Nos. 757-849 Uxbridge 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**

It is recommended as part of this report that informal consultation be carried out with the residents and business of Nos. 757-849 to see if there is overall support for "Stop & Shop" parking scheme.

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

Corporate Finance has reviewed this report and concurs with the financial implications outlined above.

### **Legal**

There are no special legal implications with the Cabinet Member to meet and discuss with petitioners their request for the introduction of a 'Stop & Shop' parking scheme outside Nos. 757-849 Uxbridge Road, Hayes and to consider recommendations 1 and 2 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**

None at this stage.

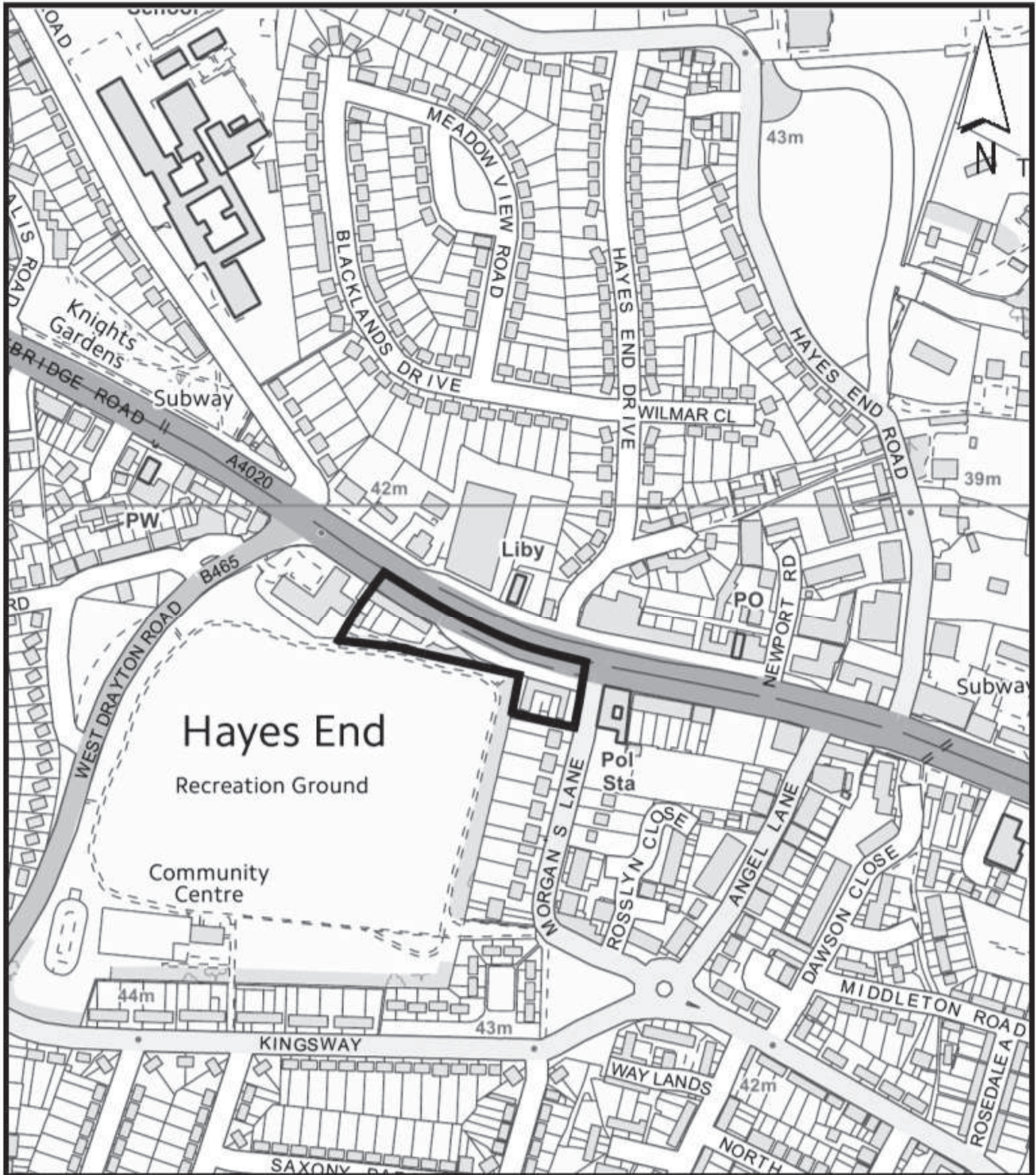
## **Relevant Service Groups**

None at this stage.

## **6. BACKGROUND PAPERS**

None.





## Appendix A

Nos. 757-849 Uxbridge Road, Hayes

Date May 2015

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Location of Nos. 757-849 Uxbridge Road

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## EDGAR ROAD, WEST DRAYTON - PETITION REQUESTING A PARKING MANAGEMENT SCHEME

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

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition from residents of Edgar Road, West Drayton asking for a Parking Management Scheme
<b>Contribution to our plans and strategies</b>	The request can be considered as part of the Council's strategy for on-street parking.
<b>Financial Cost</b>	There are none associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services.
<b>Ward(s) affected</b>	Yiewsley

### 2. RECOMMENDATION

**Meeting with the Petitioners, the Cabinet Member:**

- 1. Discusses with petitioners their concerns with parking in Edgar Road, West Drayton.**
- 2. Subject to the outcome of the above, asks officers to add the request to the Council's extensive parking programme for further investigation.**

#### **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 33 signatures has been submitted to the Council from residents who live in Edgar Road, Yiewsley asking for a Parking Management Scheme. The 33 signatures represent 25 out of the 66 properties in Edgar Road.
2. Edgar Road is a residential road which is only a short walk to the shops, station and other local amenities in West Drayton/Yiewsley Town Centres.
3. In an accompanying statement the lead petition outlines the problem as:
  - *Too little space for the number of residents' cars*
  - *Location close to West Drayton Train Station so commuters/shoppers leave their cars and walk to the station.*
  - *Location close to airport. People leave cars and get cans or on No.350 bus straight to airport. Cars left for weeks at a time.*
  - *Inconsiderate parking: - i.e. a number of large commercial vans which take up the space of two or more cars. In particular Rose Property Services which has a fleet of vans and parks them wherever it can over the weekend.*

*All this has been made worse by the recent introduction of a Parking Management Scheme on Colham Avenue which runs parallel with Edgar Road. We now have all the cars that were causing then problem there together with the cars belonging to the residents of Colham Avenue who don't wish to pay the permit fee for the second car. This results in Colham Avenue being nearly empty most of the time and people like myself unable to park in my own road.*

4. As the lead petitioner mentioned in their covering letter, the Cabinet Member will recall that Colham Avenue close to Edgar Road was included in an extension to the West Drayton Parking Management that was implemented in September 2014. It is therefore likely that some non-residential parking has been displaced to Edgar Road as this is now one of the closest unrestricted roads to the town centre. A location plan and the area covered by the existing Parking Management Scheme is attached as Appendix A to this report.
5. The Council's powers to control on-street parking are either to prohibit it with the introduction of yellow lines or to include it within a Residents' Permit Parking Scheme. It is clear from the petition that residents are requesting a Parking Management Scheme and logically this would suggest inclusion within the Yiewsley Parking Management Scheme. The Cabinet Member will, however, be aware that when these schemes are introduced, non-residential parking transfers as appears to be the case in this instance. The Cabinet Member may feel it

therefore prudent to ask officers to consult with Local Ward Councillors to determine if further roads in this area should be included in a possible future consultation

6. 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 extensive parking scheme programme.

### **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 concurs with the financial implications set out above.

### **Legal**

There are no special legal implications with the Cabinet Member to meet and discuss with petitioners their request for a Parking Management Scheme in Edgar Road, West Drayton and to consider recommendation 2 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**

None at this stage.

## **Relevant Service Groups**

None at this stage.

## **6. BACKGROUND PAPERS**

None.





## Edgar Road, Yiewsley

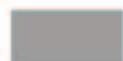
## Appendix A



Extent of Yiewsley Parking Management Scheme

Date June 2015

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Extent of Edgar Road, Yiewsley

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## THE RIDGEWAY, RUISLIP - PETITION REQUESTING PARKING RESTRICTIONS.

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

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition from residents of Heathcote Way, West Drayton asking for a Parking Management Scheme.
<b>Contribution to our plans and strategies</b>	The request can be considered as part of the Council's strategy for on-street parking.
<b>Financial Cost</b>	There are none associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services.
<b>Ward(s) affected</b>	Eastcote & East Ruislip and Manor

### 2. RECOMMENDATION

**Meeting with the Petitioners, the Cabinet Member:**

- 1. Discusses with petitioners their concerns with parking in The Ridgeway.**
- 2. Subject to the outcome of the above, asks officers to add the request to the Council's extensive parking programme for future informal consultation.**

#### **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 21 valid signatures has been submitted to the Council from residents who live in The Ridgeway, Ruislip under the following heading "*We the undersigned are in favour and are proposing to have parking restrictions as per 2 options. This is in view of our previous request as to the parking hazards posed by commuters causing congestion and accidents.*"
2. The Ridgeway is a predominantly residential road with most of the properties benefiting from off-street parking provision. The Ridgeway falls within two wards, Eastcote & East Ruislip to the north of Hawtrey Drive and Manor Ward to the south of Hawtrey Drive. All of the petitioners with the exception of one live in Manor ward and are most likely to be affected by non-residential parking as they live closest to Ruislip Manor town centre with its shops, Underground Station and local amenities.
3. In the petition residents mention two options they have considered, the first is a limited time waiting restriction (single yellow line) and the second is a Parking Management Scheme. The residents have also helpfully included some photographs to the petition that clearly show traffic congestion caused by vehicles parking on both sides of the road.
4. The Council's powers to control on-street parking are either to prohibit it with the introduction of yellow lines or to include it within a Residents' Permit Parking Scheme which is two options which residents have mentioned in their petition. However, it is not clear whether there is a particular strength of feeling either way.
5. As the Cabinet Member will recall, an informal consultation was previously undertaken in the part of The Ridgeway as well as College Drive, Hawtrey Drive, The Uplands and Westholme Gardens. The results were reported to the Cabinet Member who after careful consideration of the responses received and discussions with Local Ward Councillors, decided that no further action be taken to install parking restrictions at that time.
6. It is therefore recommended that the Cabinet Member discusses with petitioners their on-going concerns and if considered appropriate, asks officers to add this request to the parking scheme programme for future informal consultation on options to manage the parking in a possible area agreed in consultation with Ward Councillors.

### **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 concurs with the financial implications outlined above.

##### **Legal**

There are no special legal implications with the Cabinet Member to meet and discuss with petitioners their request for a Parking Management Scheme at The Ridgeway and to consider recommendations 2 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**

None at this stage.

##### **Relevant Service Groups**

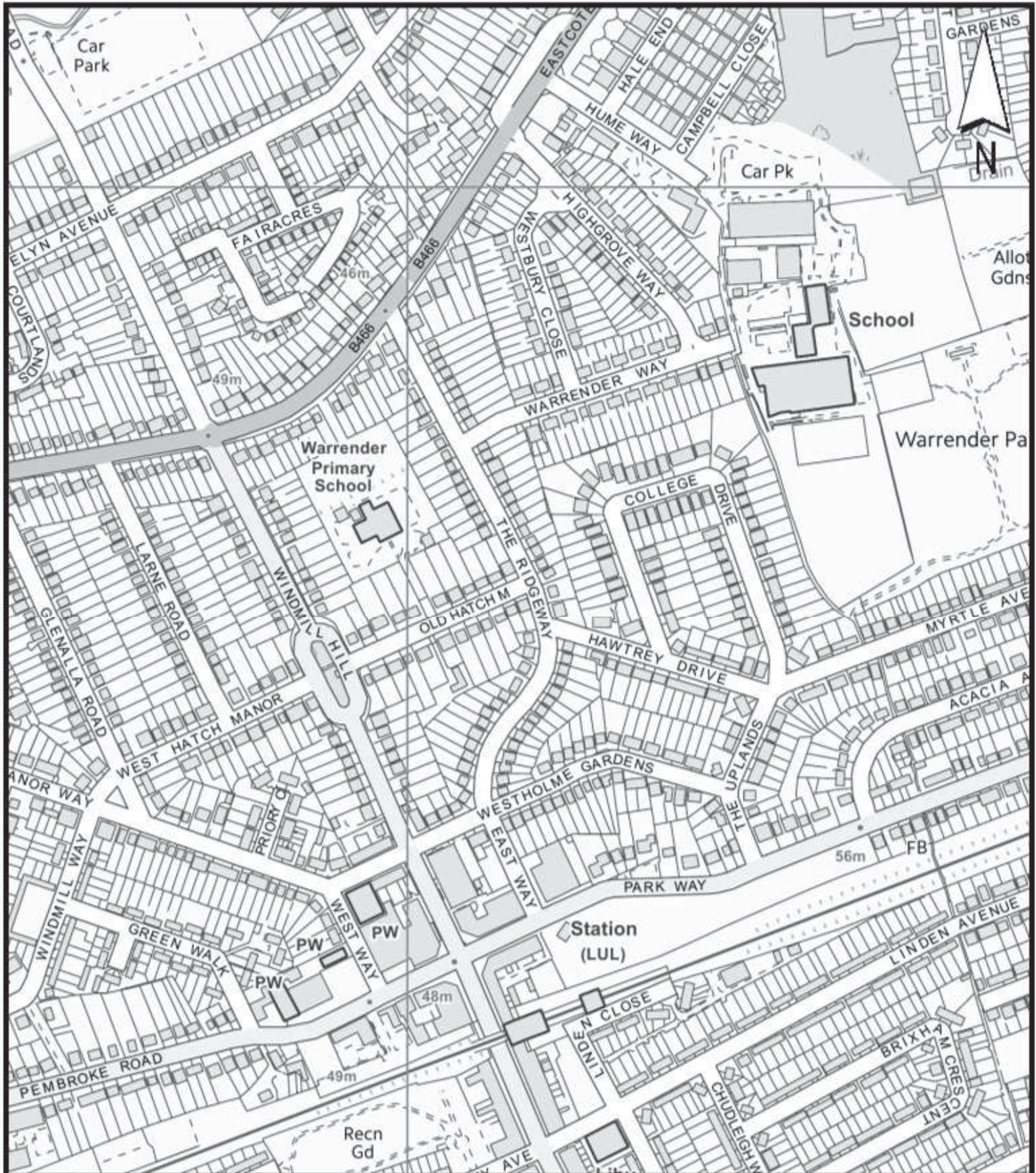
None at this stage.

#### **6. BACKGROUND PAPERS**

None.

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## The Ridgeway, Ruslip - Location plan

## Appendix A

Date June 2015

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## HIGH STREET, NORTHWOOD - PETITION REQUESTING A PERMIT PARKING SCHEME

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

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition from residents and businesses of High Street, Northwood asking for a Permit Parking Scheme
<b>Contribution to our plans and strategies</b>	The request can be considered as part of the Council's strategy for on-street parking.
<b>Financial Cost</b>	There are none associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services.
<b>Ward(s) affected</b>	Northwood

### 2. RECOMMENDATION

**Meeting with the Petitioners, the Cabinet Member:**

- 1. Discusses with petitioners their concerns with parking in High Street, Northwood.**
- 2. Subject to the outcome of the above, asks officers to add the request to the Council's extensive parking programme for further investigation.**

#### **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 44 signatures has been submitted to the Council from residents and people who work in High Street, Northwood. Of the 44 signatures, 18 indicate that they live in the High street, one lives in a nearby road and the remaining 25 work in High Street.

2. High Street, Northwood as the name suggests is a mixture of residential and commercial property. High Street (A4125) is classified as a borough main north-south distributor road that links Northwood Hills/ Pinner/ Ruislip to Watford and beyond.

3. In an accompanying statement the lead petitioner states; *"I have been instructed to pass on the enclosed petition by Mr Nick Hurd M.P and Councillor Carol Melvin. As you can see by all the response there is an overwhelming support for parking restrictions to be introduced and permits issued that will benefit both commercial and residential properties in the area (High Street). I have passed on the petition to Mrs Melvin and she will be in contact with yourself in due course"*

4. As the Cabinet Member will recall, the Council undertook an area wide consultation with residents on options to manage parking around High Street Northwood in November 2013. The consultation area is indicated on the plan attached as Appendix A to this report. At the same time businesses on the High Street were consulted on a possible "Stop and Shop" parking scheme that would provide 30 minutes free parking and attractive rates for Hillingdon Residents.

5. The responses to this consultation are tabulated in Appendix B of this report. However, at the time 30 residents of High Street indicated they were happy with the current parking arrangements, five indicated a preference for a waiting restriction and nine supported a Parking Management Scheme.

6. The majority of responses from business occupiers on a possible "Stop and Shop" scheme also indicated they were happy with current parking situation as 17 indicated "no change" and nine supported managed parking.

7. As the majority of residents and business from the High Street and all of the surrounding roads that were consulted did not support managed parking in their roads it was recommended that the parking arrangements in the area should remain as existing. It was also agreed that if the parking became an issue in the future then this decision should be reviewed in a future programme.



8. Although it has been suggested by the lead petitioner that there is now "overwhelming support for parking restrictions" the 18 signatures from residents of the High Street represents 14 out of the 205 households in this road. It is not clear from the petition whether the 25 signatures captured from businesses are the proprietors or staff, but they do however, represent 16 of the 50 commercial properties. 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 extensive parking scheme programme.

### **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 concurs with the financial implications outlined above.

### **Legal**

There are no special legal implications with the Cabinet Member to meet and discuss with petitioners their request for a Permit Parking Scheme in High Street, Northwood and to consider recommendation 2 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**

None at this stage.

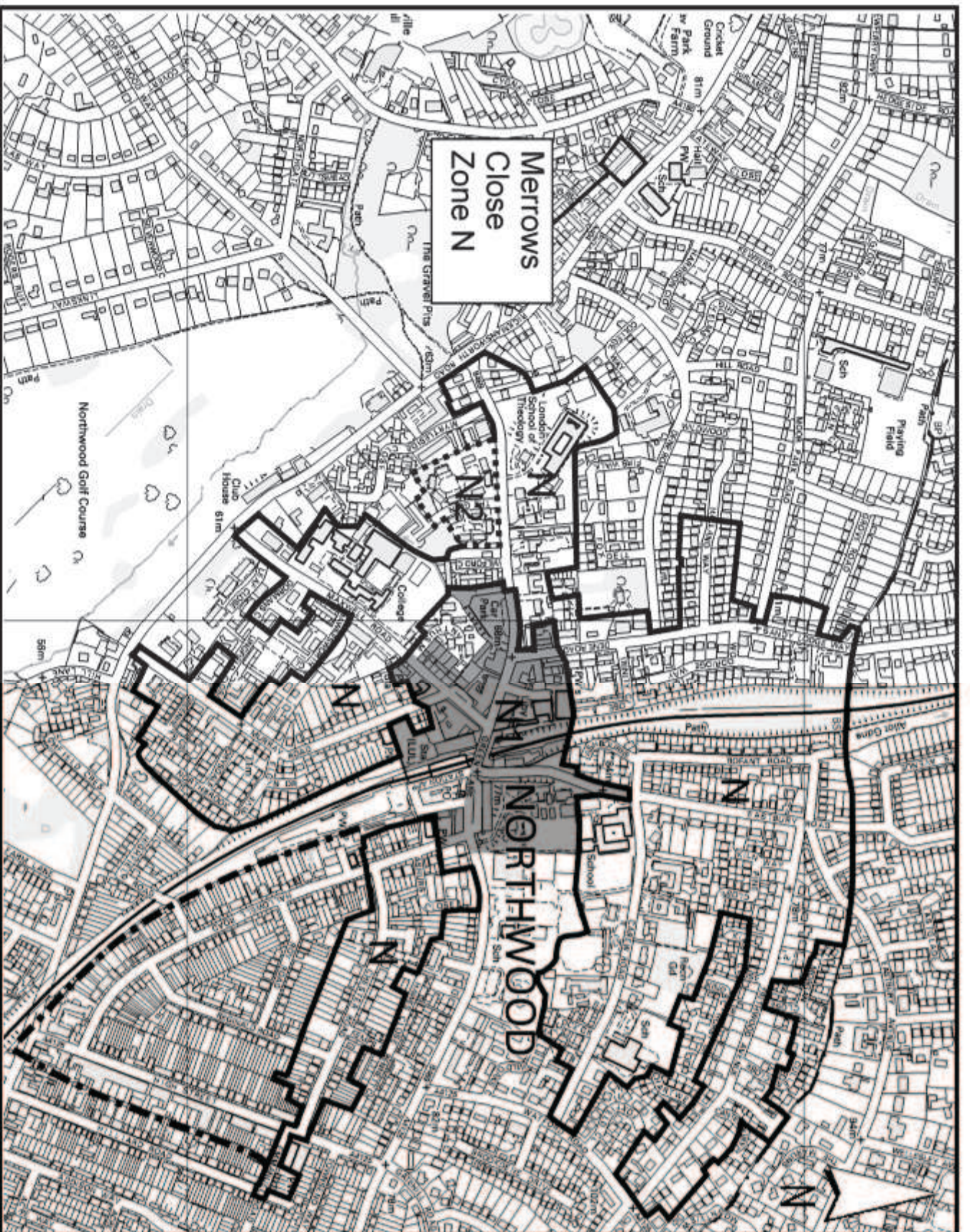
## **Relevant Service Groups**

None at this stage.

## **6. BACKGROUND PAPERS**

None.





Boundary of Northwood  
Parking Management Scheme Zone N



Boundary of Northwood Town Centre  
Parking Scheme Zone N1



Boundary of Northwood Parking  
Management Scheme Zone N2



Boundary of consultation area  
(Jan 2014)

Date Jan 2014  
Scale 1 : 9,500





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# Appendix B

NORTHWOOD PARKING SCHEME CONSULTATION RESIDENT & BUSINESS SURVEY - FEBRUARY 2014												
Road	Q1	Q2		Q3		Q3a			Void	No. Delivered	No. Returned	% Returned
		YES	NO	YES	NO	Yellow	White					
Barker Close	1	0	0	0	0	0	0	0	0	6	1	17%
Forge Close	2	0	0	0	0	0	0	0	0	7	2	29%
Hallowell Road	47	8	23	19	7	164	78	48%				
High Street (Residents)	30	5	9	5	1	205	45	22%				
Highfield Road	0	0	2	0	1	6	2	33%				
Reginald Road (incld Ross Haven Place)	36	0	3	5	1	64	39	61%				
Roy Road	24	3	8	7	2	45	35	78%				
<b>TOTAL</b>	<b>140</b>	<b>16</b>	<b>45</b>	<b>9</b>	<b>2</b>	<b>497</b>	<b>202</b>	<b>41%</b>	<b>1</b>	<b>497</b>	<b>202</b>	<b>41%</b>
Q1 - Do you want <b>no changes</b> to the current parking arrangements in your road?												
Q2 - Do you want a <b>waiting restriction scheme</b> in your road ?												
Q3 - Do you want a <b>Parking Management Scheme (PMS)</b> in your road?												
Q3a - What is your preference for parking across your driveway?												
<b>Option A - Yellow line</b> to prohibit parking across my driveway												
<b>Option B- White line</b> and parking bay - to provide more parking												
High Street (Stop and Shop - Businesses)	No Change	17	9	2	2	50	28	56				

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# Agenda Item 8

## FIELD END ROAD, SERVICE ROAD, RUISLIP - PETITION REQUESTING RAISED TABLES AND MEASURES TO STOP RAT-RUNNING.

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

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition asking for raised tables and measures to stop rat-running on the service Road fronting No 630 to 700 Field End Road, Ruislip.
<b>Contribution to our plans and strategies</b>	The request can be considered in relation to the Council's strategy for Road Safety.
<b>Financial Cost</b>	There are none associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services.
<b>Ward(s) affected</b>	South Ruislip

### 2. RECOMMENDATIONS

Meeting with the petitioners, the Cabinet Member:

1. Discusses with petitioners their request for raised tables and measures to stop rat-running in Field End Road, Ruislip;
2. Notes that the Council has commissioned an independent traffic survey in this section of the service road, Field End Road, the results of which are set out in this report;
3. Notes the efforts by officers to try to address the petitioners' concerns through the process of 'intelligent intervention' as a means of avoiding the need for the petitioners to meet formally with the Cabinet Member;
4. Considers whether further studies are justified on the basis of any detailed evidence which the petitioners are able to provide.

## 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 27 signatures has been submitted to the Council from residents who live in the service road fronting No 630 - 700 Field End Road asking for raised tables and measures to stop motorists using the service road as a short cut. In an accompanying statement, the lead petitioner suggests the problems are as follows:

*"The postcode HA4 0QR belongs to the slip road running in parallel to Field End Road. On one end of this road is Long Drive and the other end has a number of local shops, Tesco Express, Greggs, Boots, Kebab shop etc. People getting from and to the shops from Long Drive quite often use this slip road as a bypass road to the main Field End Road and on most occasions speed through this slip road putting the life of pedestrians and people especially children getting out of their parked cars in danger. There had been number of accidents recently most recent was a bad accident on 2<sup>nd</sup> June 2014 where a speeding car travelling at speed in excess of 40 miles collided on the vehicle pulling out and hit the kerb. As the driver of the speeding car was unable to stop due to its speed. Number of people had near escapes in recent days because of speeding"*

2. Field End Road runs from Eastcote to South Ruislip and is fronted by a combination of residential and commercial properties. The service road that the residents are concerned with is next to an adjoining service road that accommodates a parade of shops and petrol station. The area is shown on the plan attached as Appendix A.

3. The petition has been signed by 16 out of the 36 properties in this service road fronting No 630 - 700 Field End Road which represents 44% of the total households.

4. In order to promptly address residents' concerns, the Cabinet Member will recall that he asked officers to commission independent speed and traffic surveys at two locations within this Service Road. These surveys were undertaken by an independent specialist company. The intention was to accelerate the kind of investigations which normally only arise after a petition has been heard and formed part of the Council's 'intelligent intervention' approach which is designed to speed up the process of managing residents' aspirations through their petitioning.

5. The survey data was captured using Automatic Traffic Counters (ATCs) which, as the Cabinet Member will know, are pairs of rubber tubes laid across the carriageway and attached to a road-side data recorder. These types of surveys are the most reliable means of measuring



traffic volumes, types and speeds over a 24-hour, seven day a week basis so any particular patterns during different times of the day or week.

6. This survey was undertaken between 8<sup>th</sup> November and 14<sup>th</sup> November 2014. The 85<sup>th</sup> percentile was found to be 29mph northbound and 28mph southbound at location one, 24mph northbound and 24mph southbound at location two, as shown on Appendix B. As the Cabinet Member will be aware, the 85<sup>th</sup> percentile is the speed at or below 85% of all vehicles are observed to travel. This is a nationally recognised method of assessing traffic speeds as it effectively refers to the majority of traffic movements.

7. In roads where vehicle speeds are found to be significantly above the speed limit, typically where the 85<sup>th</sup> percentile is at or above 35mph, the Council will consider physical measures to encourage lower traffic speeds. These often take the form of vertical deflections such as speed tables or similar measures. However, the vehicle speeds that have been captured in the service road do not in themselves support the case for physical measures.

8. The data also showed that on average there were between 300 to 400 vehicles a day travelling northbound and 100 to 200 vehicles travelling southbound. This is on average 20 - 25 vehicles an hour. There was a higher volume of vehicles using the southern end of the service road between No 680 and 700 Field End Road than the northern section between No 630 and 678 Field End Road. What this demonstrates is the fact that vehicles are leaving the service road to join the main carriageway at the first available access point.

9. As the Cabinet Member is aware, officers also rely upon the Police recorded injury collision data and this is always considered in context. The most recent 36 months of available data for this section of Field End Road ending December 2014 shows there have been two recorded injury accidents.

10. One involved a 61-year old pedestrian who ran out into the path of a northwest bound vehicle; the pedestrian's injuries were recorded as "serious". The second incident of which we have details involved a motorcyclist who collided with a car that was in the process of turning right. The injury was recorded as "slight". However, it is unfortunately not clear from the available data as recorded by the Police officer concerned whether these two accidents occurred in the service road or on the main carriageway of Field End Road.

11. The accident the lead petitioner has helpfully referred to in the petition is not included in the Police recorded data available. The Police data does not record accidents where there are no injuries and are as classed as "damage only" incidents.

12. On balance, therefore, the evidence collated to date has failed to support the case for raised tables or measures to stop rat running. However, it is recommended that the Cabinet Member meets with the petitioners so that they can state their case to him and in particular to have an opportunity to provide fresh evidence for his consideration, to enable him to make a decision on how best to proceed.

## **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 this report and concurs with the financial implications set out above.

### **Legal**

There are no special legal implications with the Cabinet Member to meet and discuss with petitioners their request for raised tables and measures to stop rat-running on the service road fronting No 630 to 700 Field End Road and to consider 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**

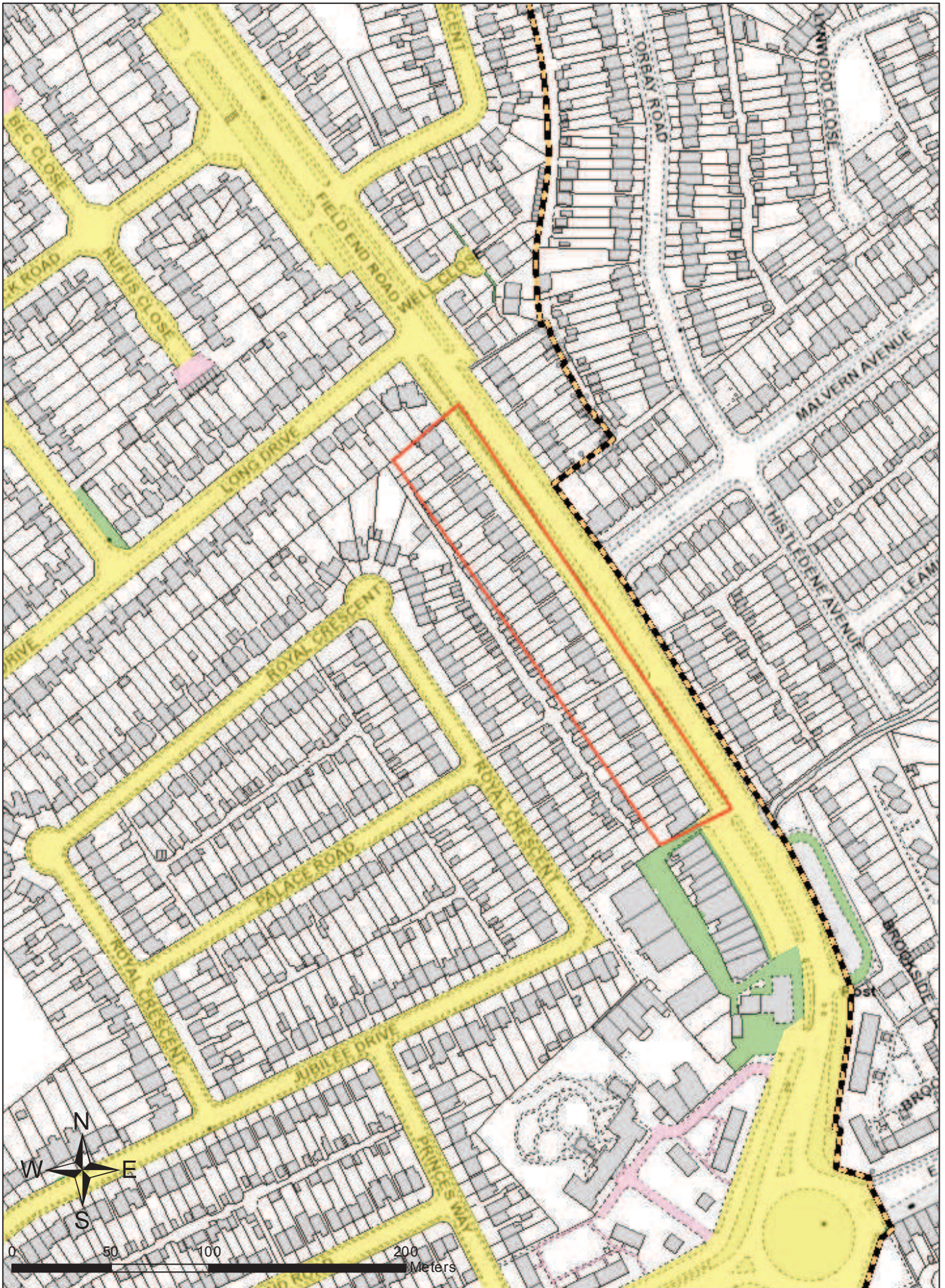
None at this stage.

## **6. BACKGROUND PAPERS**

None.



# Appendix A - No 630 - 700 Field End Road, service road.





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