



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Planning and Transportation

Date: WEDNESDAY, 18
NOVEMBER 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

Councillors on the Committee

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.

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large print or on audio tape on
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further information.**

Published: Tuesday, 10 November 2009

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Agenda

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.

	Start Time	Title of Report	Ward	Page
3.	7.00pm	Perth Avenue, Hayes - Petition Requesting Traffic Calming Measures	Yeading	1 - 5
4.	7.00pm	St David Close, Cowley - Petition Objecting to a Parking Scheme	Brunel	7 - 12
5.	7.30pm	West End Road, Ruislip - Petition Requesting Measures to Improve Vehicle Movements	South Ruislip	13 - 17
6.	8.00pm	West End Road, Ruislip - Petition Requesting 24 Hour Operation of Residents Parking Scheme	South Ruislip	19 - 23

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Agenda Item 3

TITLE: PERTH AVENUE, HAYES – PETITION REQUESTING TRAFFIC CALMING MEASURES

Cabinet Portfolio	Planning and Transportation
Report Author	Steve Austin
Papers with report	Appendix A

HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that a petition organised by the Chair of Governors of Brookside Primary School has been submitted to the Council requesting the introduction of Traffic Calming measures in Perth Avenue, Hayes
Contribution to our plans and strategies	This request can be considered within the Council's strategy for road safety and implementation of School Travel Plans.
Financial Cost	There are none associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents and Environmental Services
Ward(s) affected	Yeading

RECOMMENDATION

That the Cabinet Member

- (1) **Notes the petition request and the Brookside Primary School, Travel Plan proposals for safety measures in Perth Avenue and Dunedin Way**
- (2) **Includes the School Travel Plan proposals in future bids to Transport for London for funding.**

INFORMATION

Reasons for recommendation

The school has studied the traffic situation in the vicinity including detailed surveys with pupils and residents. Proposals have been drawn up to make the area safer which can be funded from a Transport for London budget for the introduction of School Travel Plans.

PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with Petitioners – 18 November 2009

Alternative options considered

These were considered during the investigation of proposals for inclusion within the School's Travel Plan

Comments of Policy Overview Committee(s)

None at this stage

Supporting Information

- (1) A petition with 181 signatures has been submitted to the Council under the following terms:

We, the undersigned, call on the cabinet member for planning and transportation to install traffic calming measures in Perth Avenue, Hayes. We are concerned about the safety of the children attending Brookside Primary School due to several factors, they are:

- The road is used as a rat run to traffic trying to avoid the build up of traffic on the Hayes Bypass and Yeading Lane*
- There is a very high amount of on street parking as the school is on the border of a high density housing estate*
- The inconsiderate parking by a small minority of parents while dropping off their children, which is a danger in most schools.*

- (2) The signatures to the petition included 38 from the school with the remainder from local residents. The petition was organised by the Chair of Governors.
- (3) Perth Avenue is parallel to Yeading Lane and has junctions at its northern and southern extremities with Maple Road and Dunedin Way respectively. The road is shown on Appendix A and Brookside Primary School has its entrance onto Perth Avenue. There are both pedestrian and vehicular accesses to the school.
- (4) The petition request is acknowledged and for the Cabinet Member's information, a school can develop its own Travel Plan with one of the principle aims to make routes to the school safer and attractive for modes other than by car. To achieve this, the school has produced an action plan with proposals in Perth Avenue for widened footways, raised crossings, kerb buildout at the main school car park entrance and a 20 mph zone in Dunedin Way.
- (5) The Cabinet Member will be aware the School Travel Plan action plans are supported by Transport for London but unfortunately, the proposals for Brookside Primary School have not yet attracted the necessary funding. It is clear, the pupils and local residents are concerned with the traffic situation in the vicinity of the school and it is recommended to the Cabinet Member that the Council continue to submit bids to Transport for London for the necessary funds.

Financial Implications

There are none associated with the recommendations to this report.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To continue to bid for Transport for London funding to install measures requested by Brookside Primary School in its Travel Plan.

Consultation Carried Out or Required

The school have carried out extensive consultation with their pupils, staff and local residents before proposing traffic improvement measures.

CORPORATE IMPLICATIONS

Corporate Finance

Legal

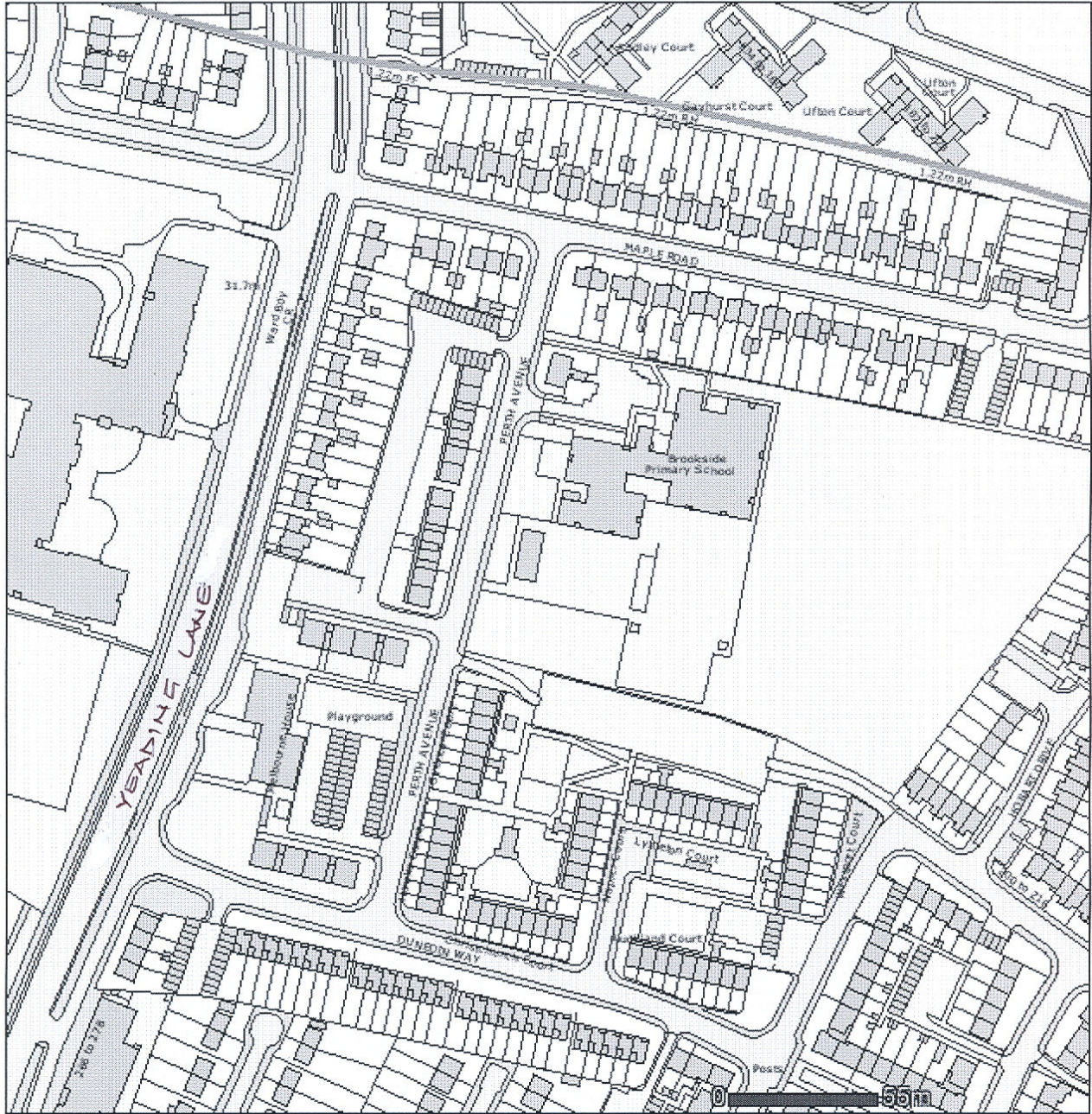
Section 122 of the Road Traffic Regulation Act 1984 means that the Council as traffic authority has a statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic. The recommendations referred to in this report in response to the petition can properly be considered by the Cabinet Member as one of the range of potential measures available to the Council to ensure its discharge of that duty.

BACKGROUND PAPERS

Petition received 17th July 2009

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Perth Avenue, Hayes



Legend

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Map Information

Approx. Scale:	2457
Date of Print:	25.9.2009

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Agenda Item 4

TITLE: ST DAVID CLOSE, COWLEY – PETITION OBJECTING TO A PARKING SCHEME

Cabinet Portfolio	Planning and Transportation
Report Author	Steve Austin
Papers with report	Appendix A

HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that a petition has been received from residents of St David Close objecting to the road becoming part of the Cowley Residents Parking Scheme. This report is presented to the Cabinet Member to consider the residents concerns.
Contribution to our plans and strategies	The request can be considered as part of the Council's strategy for on-street parking schemes.
Financial Cost	The estimated costs to remove or retain the Close in the scheme are similar and can be funded from an existing allocation from the Parking Revenue Account surplus provided for the installation of an extension to the Cowley Parking Scheme.
Relevant Policy Overview Committee	Residents and Environmental Services
Ward(s) affected	Brunel

RECOMMENDATION

That the Cabinet Member discusses with residents their concerns with inclusion of St David Close within the Cowley Parking Management Scheme and decides whether the road should be removed or retained in the scheme.

INFORMATION

Reasons for recommendation

The residents of St David Close have previously indicated support for a parking scheme but the petition clearly indicates there is significant opposition. As the Cabinet Member has previously approved the inclusion of St David Close within the Cowley Parking Scheme, a review may be appropriate after listening to the concerns of residents.

Alternative options considered

The Cabinet Member can decide to remove St David Close from the latest extension of the Cowley Parking Scheme or retain its inclusion.

Comments of Policy Overview Committee(s)

None at this stage

Supporting Information

1. A petition with 21 signatures has been received from residents of St David Close, Cowley against the installation of a Residents Permit Parking Scheme within their road.
2. St David Close is a small cul-de-sac with a junction with St Peters Road in Cowley. It is shown on Appendix A which also indicates the boundary of the existing Cowley Parking Management Scheme and a proposed extension. St David Close is included in the proposed extension.
3. Following a review of the existing Cowley Scheme, several roads outside the boundary indicated support to become part of it. An extension was considered by the Cabinet Member in December 2008. The Cabinet Member was mindful that as schemes expand so parking transfers to other roads outside the boundary of a larger scheme. This would have occurred to the area around St David Close and the Cabinet Member requested further consultation be undertaken with these roads to determine if residents wanted to join the scheme on the basis that adjacent roads were to become part of it. This consultation was undertaken in January/February 2009 and the results from St David Close indicated the majority of those who responded wanted the road to be included within the scheme. This was subsequently considered by the Cabinet Member and approval given to include the Close within the scheme. Consequently, detailed design and statutory consultation was carried out in March/April. Although no formal objections were received from St David Close, correspondence with a resident during the consultation period indicated there was overwhelming resistance to the Close becoming part of the scheme and this has led to the presentation of the petition at this evening's meeting.
4. It would appear residents of St David Close have changed their views on whether the road should become part of the Cowley Parking Management Scheme. It is the Council's general policy to only introduce these schemes where they are supported by the majority of residents however it should be pointed out to residents that if St David Close is not included in the Cowley Scheme and St Peters Road is, residents of the Close will not be allowed to apply for permits in order to park in the scheme. A situation could arise whereby there is no available on-street parking in St David Close but residents would not, during the hours of operation of the parking scheme, be able to park in St Peters Road.
5. Following approval of the scheme after statutory consultation and as there were no objections from St David Close, plans have been made to install the scheme. It was at the initial stages of this installation that residents became concerned with becoming part

of the scheme and the presentation of this petition. After receipt of the petition, a decision was made not to progress any further with installation of the scheme in St David Close until the Cabinet Member has had an opportunity to consider the resident's request.

6. It is suggested the Cabinet Member discusses with the petitioners their concerns and subsequently decides whether installation should proceed with a scheme in St David Close or it is removed from the scheme.

Financial Implications

The estimated cost to introduce the scheme in St David Close has been previously approved from an allocation of the Parking Revenue Account surplus, as part of the proposed extension of the Cowley Parking Management Scheme. If St David Close is subsequently removed from the scheme, there will be additional cost to change the Traffic Order and signing which approximately equal to the cost of installing a scheme in the Close.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member to give further consideration to the needs of St David Close residents with parking on-street.

Consultation Carried Out or Required

Both informal and statutory consultation has been undertaken with the residents of St David Close.

CORPORATE IMPLICATIONS

Corporate Finance

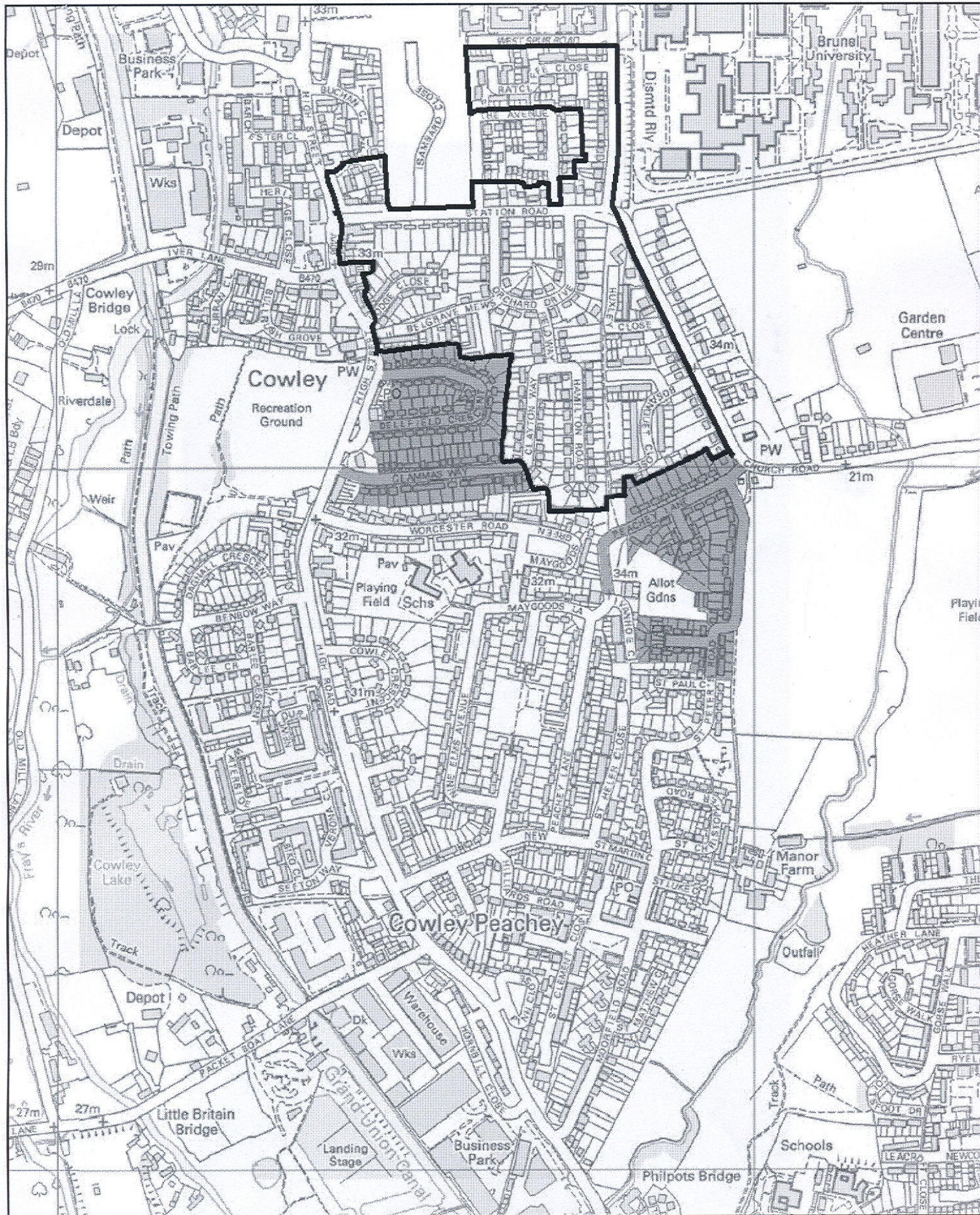
Legal

In all cases, there must be 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.

BACKGROUND PAPERS

Report to Cabinet Member 18th May 2009
Cabinet Member decision 17th June 2009
Petition received 11th August 2009

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Cowley Parking Management Scheme

APPENDIX A

 Boundary of existing Parking Management Scheme

Scale 1:7,000

Date May 2009

 Statutory Consultation Area on a detailed design undertaken from 11th March to 1st April 2009

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TITLE: WEST END ROAD, RUISLIP – PETITION REQUESTING MEASURES TO IMPROVE VEHICLE MOVEMENTS

Cabinet Portfolio	Planning and Transportation
Report Author	Steve Austin
Papers with report	Appendix A

HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that a petition has been received from residents living in the section of West End Road between Nos. 205 to 223 (close to the Station Approach junction) requesting the Council to investigate measures that would improve vehicle turning movements onto West End Road.
Contribution to our plans and strategies	The request will be considered as part of the Council's programme for Road Safety Initiatives.
Financial Cost	There are none associated with recommendations to this report
Relevant Policy Overview Committee	Residents and Environmental Services
Ward(s) affected	South Ruislip

RECOMMENDATION

That the Cabinet Member

1. Notes the petition request and discusses details with petitioners.
2. Asks Officers to investigate as a matter of urgency, the feasibility to install "Give Way" markings on the service roads between Nos. 205 and 223 West End Road at the entrance to an underground car park.
3. Asks Officers to investigate the feasibility to introduce yellow box junction markings on West End Road at the southern access of the service road between Nos. 205 and 223.

INFORMATION

Reasons for recommendation

The residents have pointed out an issue with vehicles emerging from the underground car park of the residential development at the junction of West End Road and Station Approach which could be improved with a priority control. A feasibility study will establish if a yellow box junction can be installed as requested to improve turning facilities for vehicles.

Alternative options considered

None as the petitioners have made specific requests, however further options may arise during presentation of the petition.

Comments of Policy Overview Committee(s)

None at this stage

Supporting Information

- (1) A petition with 20 signatures has been organised by a resident living in the section of West End Road between Nos. 205 and 223 requesting measures to improve vehicle movements onto West End Road. The petition has been signed by all but one of the households between Nos. 205 and 223.
- (2) The location of these properties on West End Road is indicated on Appendix A. They are located on the north-eastern side of the road northwest of the junction with Station Approach. The junctions with RAF Northolt to the north of the properties and Station Approach to the south are both controlled by traffic signals. Previously on the north corner of this junction there was a Petrol Station which has recently been redeveloped into a flat development now called Astral Court. The parking provided for the residents of Astral Court is underground with access on its north-western frontage to the service road. As the car park is below ground, there is a significant gradient onto the service road and it would appear drivers exit the car park at speed to climb this gradient.
- (3) In a covering letter to the petition, the residents set out their concerns with the road layout. As can be seen from Appendix A, residents can only leave the service road at its southern end and this causes a number of problems.
 - (i) Residents can clash with motorists leaving the Astral Court car park as there is no established priority and as previously mentioned vehicles egress the underground car park at a disproportionate high speed to negotiate the gradient. The residents are requesting the introduction of "Give Way" markings to establish vehicle priority at this end of the service road.
 - (ii) As all vehicles must exit the service road at its southern end, turning right to travel north westbound on West End Road necessitates crossing two southbound streams of traffic. The residents also point out this southbound movement is

significant and at busy times queues extend back from the signals at the junction with Station Approach. The petitioners are asking the Council to consider the introduction of Traffic Signals or yellow box junction markings in order to provide a suitable facility for residents to turn right onto West End Road.

- (4) The suggestions put forward by residents are appreciated and can be investigated within the Council's Road Safety programme. However, the introduction of traffic signals would require a significant investment and need to be part of the nearby existing traffic signal junctions. Consequently, the introduction of yellow box markings may be more feasible but a detailed investigation would be required to establish if this measure can be installed.

Financial Implications

There are none associated with the recommendations to this report as investigations can be undertaken with in-house resources. However, if carriageway markings are considered to be appropriate, funds will be required from a suitable budget such as, the Council's Road Safety programme.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To fully investigate the issues raised by the petitioners and the feasibility of the suggestions put forward.

Consultation Carried Out or Required

Following the investigations, residents can be consulted for their views on the possible options to address their concerns.

CORPORATE IMPLICATIONS

Corporate Finance

Legal

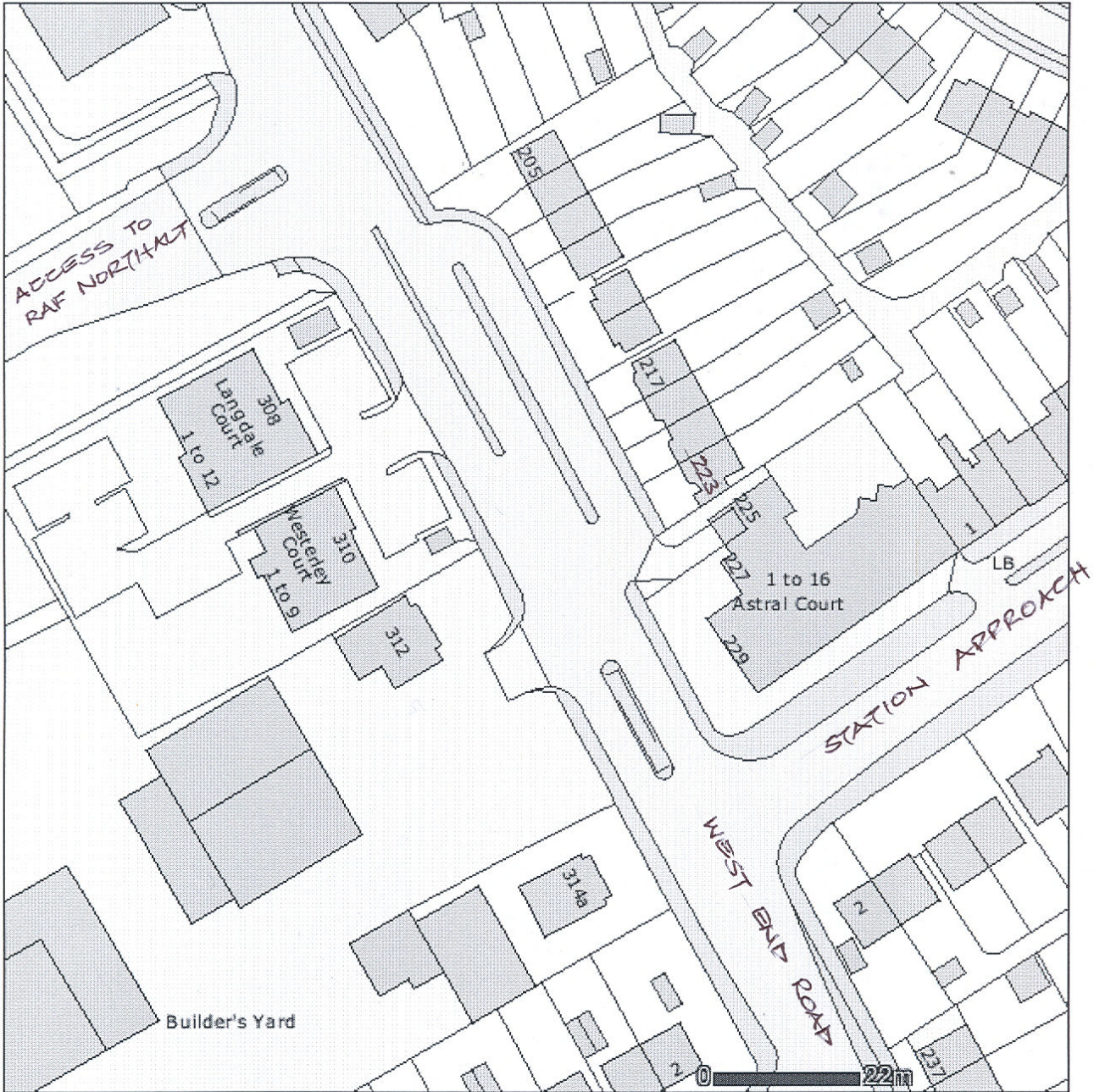
Section 122 of the Road Traffic Regulation Act 1984 means that the Council as traffic authority has a statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic. The recommendations referred to in this report in response to the petition can properly be considered by the Cabinet Member as one of the range of potential measures available to the Council to ensure its discharge of that duty.

BACKGROUND PAPERS

Petition received 12th August 2009

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West End Road, Ruislip



Legend

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Map Information

Approx. Scale:	983
Date of Print:	25.9.2009

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TITLE: WEST END ROAD, RUISLIP – PETITION REQUESTING 24 HOUR OPERATION OF RESIDENTS PARKING SCHEME

Cabinet Portfolio	Planning and Transportation
Report Author	Steve Austin
Papers with report	Appendix A

HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that a petition has been received from residents living in a small section of West End Road which recently has become part of the South Ruislip Residents Parking Scheme asking for it to operate at all times.
Contribution to our plans and strategies	The request will be considered as part of the Council's strategy for residents on-street parking schemes.
Financial Cost	There is none associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents and Environmental Services
Ward(s) affected	South Ruislip

RECOMMENDATION

That the Cabinet Member

1. **Notes the petition request and discusses with petitioners their concern with parking in the area of West End Road where they live.**
2. **Asks Officers to take the petitioners request into account within the subsequent review of the South Ruislip Parking Scheme.**

INFORMATION

Reasons for recommendation

To further consider the petitioners request in the light of actual operational aspects of the scheme and if issues arise to consider these within the review along with other issues that may also arise.

Alternative options considered

The petitioners have made a specific request for the scheme to operate at all times, however other operational times may address the issues residents incur and these can be considered along with other comments received from residents during the subsequent review of the scheme.

Comments of Policy Overview Committee(s)

None at this stage

Supporting Information

1. A petition with 20 signatures has been submitted to the Council, predominately from residents of West End Road living between Nos. 205 and 223. This section of West End Road is located on the east side north of the junction with Station Approach. In front of the houses is a small service road which allows parking outside the properties. The petitioners are asking for the extension of the South Ruislip Parking Scheme which includes this section of West End Road to operate at all times rather than the proposed hours of Monday to Friday, 9am to 5pm.
2. The location of these properties is indicated on Appendix A which also shows the layout of the residents parking scheme within the service road. The residents point out that within the last 5 years, 3 flat developments have been built and are now occupied. These developments provide off-street parking for their residents but it would appear this has also caused competition for the available on-street parking within the service road. The residents concern is that there is insufficient parking for themselves when other residents not living between Nos. 205 and 223 West End Road also park outside their houses.
3. The petitioners are effectively asking for a parking scheme solely for the residents living alongside the service road. The Cabinet Member however, will be aware the main objective of these parking schemes is to address parking issues suffered by residents over a suitable area that removes 'all day' commuter parking but gives some flexibility for residents to park in other roads if the available on-street parking in their road is taken. By introducing schemes over suitable areas, helps to reduce street clutter and provides a consistent parking policy which avoids confusion to motorists, residents and visitors. The introduction of different times within an area wide scheme could lead to problems and would inevitably require a large number of signs in order to ensure motorists are aware of the particular operational circumstances within that road or section of a road.
4. The Cabinet Member will also be aware and is the Council's practice to review schemes within 6 to 12 months following operation. As the scheme is already in operation, it is suggested to the Cabinet Member that the petitioners request is taken into account during the forthcoming review so that actual issues that arise can be addressed. The operation of the scheme will be monitored and if necessary the review can be brought forward in order to address acute problems that arise.

Financial Implications

There are none associated with the recommendations to this report. A funding allocation for a review of the South Ruislip Parking Scheme is subject to a bid from the Parking Revenue Account surplus.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To address residents concerns and their request during the review of the parking scheme when other issues that arise can also be addressed.

Consultation Carried Out or Required

Prior to the introduction of the extension of the South Ruislip Parking Scheme, statutory consultation was carried out with the public. The residents will be further consulted during the subsequent review of the scheme.

CORPORATE IMPLICATIONS

Corporate Finance

Legal

BACKGROUND PAPERS

Petition received 12th August 2009

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