



HILLINGDON  
LONDON



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

**Date:** WEDNESDAY, 25  
JANUARY 2017

**Time:** 7.00 PM

**Venue:** COMMITTEE ROOM 3,  
CIVIC CENTRE, HIGH  
STREET, UXBRIDGE,  
MIDDLESEX 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.

**Published:** Tuesday, 17 January 2017

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This Agenda is available online at:  
<http://modgov.hillingdon.gov.uk/ieListMeetings.aspx?CId=252&Year=0>

*Putting our residents first*

Lloyd White  
Head of Democratic Services  
London Borough of Hillingdon,  
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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.

### To consider the officer report on the following petitions received:

	Start Time	Title of Report	Ward	Page
3	7.00pm	North Common Road, Uxbridge - Petition seeking measures to deter 'rat running'	Uxbridge North	1 - 6
4	7.00pm	Hoylake Crescent, Ickenham - Casual and commuter parking	Ickenham	7 - 12
5	7.30pm	Masefield Lane, Hayes - Petition for the carriageway to be resurfaced and footway reconstructed	Barnhill	13 - 20
6	8.00pm	Regent Avenue, Hillingdon - Petition requesting to upgrade the existing drainage network	Hillingdon East	to follow

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# Agenda Item 3

## NORTH COMMON ROAD, UXBRIDGE - PETITION REQUESTING MEASURES TO DETER "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 Directorate
<b>Papers with report</b>	Appendix A - Location plan

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition from residents requesting measures to deter rat running in North Common Road, Uxbridge.
<b>Contribution to our plans and strategies</b>	The request can be considered as part of the Council's annual programme of road safety initiatives.
<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>	Uxbridge North.

### 2. RECOMMENDATION

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

- 1. Listens to their concerns with "rat running" in North Common Road and South Common Road, Uxbridge.**
- 2. Subject to the outcome of the above, asks officers to undertake traffic surveys, at locations agreed by the petitioners and then report back to the Cabinet member.**

#### **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 a total of 31 signatures (of which 10 are residents from North Common Road, two from South Common Road and 19 from Water Tower Close) has been received by the Council.

2. The petition states " *I have now completed the survey of local residents' views on the traffic issues around Uxbridge Common and the overwhelming response was that there was a very real concern that not only was the Common being used as a rat run during Traffic Grid lock times but more importantly that it was regularly used as a rat run to avoid the general "build-up" of traffic on Park Road between approx. 4:30 & 6:30 pm and that it was this traffic that was a real problem as the culprits often cut the corner going around the Duck Pond and it's simply a matter of time before there is a serious incident. The survey discussed the merits of three proposals, namely the following - 1. Keep Clear cross hatching across entrance/exit of all three main exits from residential areas onto of North Common Road, 2. Resident Only Access Barrier System at junction between North Common & West Common and at junction of South Common Road & Park Road, that is ONLY closed between 4:30 & 6:30 pm, 3. Centre of road white lines all way along North Common Road to signify two-way traffic & carefully scheduled parking restrictions on single yellow (i.e. not allowed between 4:30 & 6:30 pm). As you can see from the survey, the most "popular" proposal was the barrier (23 out of 32 signatures). The justification for the barrier would not only to stop the rat run but also, as I have already highlighted, the issue of safety with the cars cutting the corners at the Duck Pond. Having spoken to a lot of the residents during the survey, it was clear that all shared the same concerns that it was accident waiting to happen.*"

3. North Common Road is a residential road that forms a horseshoe with West Common Road and South Common Road around Uxbridge Common green. These roads join the northbound side of the dual carriageway part of Park Road (B483). The carriageway in North Common Road is approximately 5 metres wide. These roads are within Uxbridge North Parking Management Scheme, with vehicles parking within designated bays on one side of the road. Water Tower Close is a no-through-road off North Common Road. The roads in question are shown on the plan attached as Appendix A to this report.

4. During peak times when vehicles are queuing on Park Road heading towards the A40, some vehicles have been observed to use South Common Road and North Common Road to try to jump ahead of the queue, although how much time this manoeuvre saves in practice is open to debate. During the day time the road is relatively quiet, with low traffic flows.

5. The petitioners have suggested three options: -

- The first option was to keep clear cross hatching on all three main exits on to North Common Road.
- The second option was a resident only access barrier at the junctions of North Common Road with West Common Road, and at the junction of South Common Road and Park Road.

- The third option was centre lane road markings on North Common Road to signify two-way traffic, and carefully scheduled parking restrictions.

6. Keep-clear road markings will not deter vehicles from rat running. These types of markings are used to keep entrances clear for vehicles to turn into the road. As Park Road is a dual carriageway, no vehicles are able to turn across the path of oncoming traffic. Measures to restrict access to North Common Road would also apply to residents and visitors in the area. As the Cabinet Member will be aware, road markings are prescribed by the Department for Transport in the "Traffic Signs Regulations and General Directions 2016". The standards stipulate that the road must be more than 5.5 metres wide for centre lane markings to be installed. North Common Road does not meet this requirement.

7. As these roads are public highway, all vehicles have a right to pass and re-pass along them. Any barrier would prohibit this and would be a form of "stopping up", which is not legally permissible without major consultation. Any such barrier would also have to be a permanently closed obstruction and would not be available for residents to open at will.

8. It is therefore suggested that the Cabinet Member meets with petitioners and listens to their concerns in greater detail, and discusses the advantages and disadvantages of possible options to restrict access to their road. Subject to the outcome of these discussions the Cabinet Member could recommend undertaking traffic surveys in North Common Road and South Common Road, at locations to be agreed with the petitioners, in order to help inform any possible solutions.

### **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 notes that there are no current works proposed and therefore no financial implications. It is also noted that if works are approved, they will be subject to the usual capital release processes.

## **Legal**

There are no special legal implications for the proposal to discuss with petitioners their concerns with traffic volumes in North Common Road, Uxbridge, 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 corporate property and construction implications arising from the recommendations in this report.

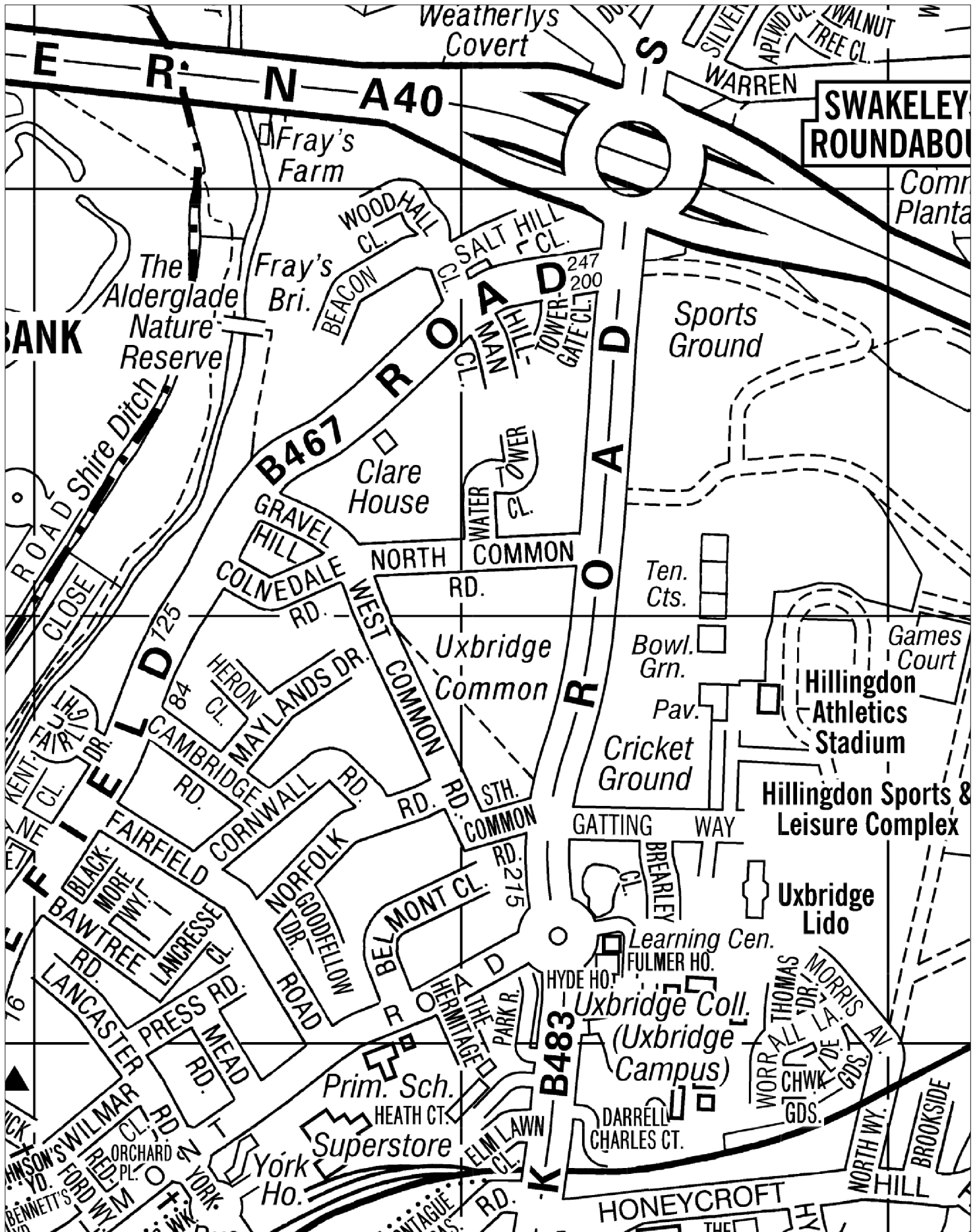
## **Relevant Service Groups**

None at this stage.

## **6. BACKGROUND PAPERS**

None.





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## PETITION REQUESTING AN EXTENSION TO THE ICKENHAM PARKING MANAGEMENT SCHEME IN THE EASTERN SECTION OF HOYLAKE CRESCENT, ICKENHAM

<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 - Location plan

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition requesting the Ickenham Parking Management Scheme be extended to include the eastern section of Hoylake Crescent, Ickenham
<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>	Ickenham.

### 2. RECOMMENDATIONS

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

1. Listens to their request for an extension to the Ickenham Parking Management Scheme to be introduced in the eastern section of Hoylake Crescent, Ickenham.
2. Informs petitioners that the Council intends to review the Ickenham Parking Management Scheme Zone IC again in July 2017.
3. Instructs officers to include Hoylake Crescent within the upcoming review of the Ickenham Parking Management Scheme so that residents can reconsider parking restrictions within this section of the road.

#### Reason for recommendations:

To allow the Cabinet Member to discuss with petitioners their concerns and inform them that the Council plans to review the parking in the vicinity.

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PART I - MEMBERS, PUBLIC AND PRESS

## 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 50 signatures has been submitted to the Council signed by the residents of part of Hoylake Crescent, Ickenham. Within the petition proforma the lead petitioner has made the following statement:

*"The eastern section of Hoylake Crescent between Copthall Road East and Woodland Close is used as a car park for commuters and, on numerous occasions, for people going on holiday and leaving their vehicles parked for many days. The stretch of Hoylake Crescent stated above has cars parked both sides of the road where it is only passable by a single car. There are limited passing places which causes hold ups and anger, particularly when school traffic is heavy. At these times, residents cannot get up the road.*

*The dense parking causes two further problems for residents;*

*1. Even if cars are parked legally (ie not encroaching on residents drives) residents cannot get out of their drive due to the limited turning space available and those in Farm Close cannot get out of the close.*

*2. Vehicles arriving or leaving Hoylake Crescent see no cars coming from the opposite direction, accelerate through the section where cars are parked in an attempt to get through before a car approaches from the opposite direction. This is a danger when residents are leaving their drives as other vehicles approach at significant speeds. There have been a number of near misses in such situations.*

*Furthermore, it would be difficult for emergency vehicles to get up the road and certainly could not enter Farm Close if a situation where these would be required ever arose."*

*"The residents would like to see a parking management system introduced in the defined section of Hoylake Crescent, excepting Farm Close, which returns the road to a safe neighbourhood road where traffic can flow safely and residents can get out of and back into their properties without risk to themselves and others, and without unacceptable delays."*

2. The boundary of the nearby Ickenham Parking Management Scheme Zone IC is indicated on the plan attached as Appendix A. Hoylake Crescent is situated on the periphery of the existing scheme and as such is likely to be an attractive area for non-residents to park. This petition refers specifically to the eastern section of Hoylake Crescent which theoretically would suffer the worst from non-residential parking being one of the closest unrestricted roads to the Ickenham Village Town Centre.

3. The Cabinet Member will be aware that the residents of Hoylake Crescent have been consulted previously to see if they would consider being included in a possible extension to the Ickenham Parking Management Scheme. This was last carried out in October 2014 where the majority of residents that responded indicated they would prefer no change to the current parking arrangements. As a result no proposals for parking restrictions were developed for Hoylake Crescent and parking has since remained unrestricted. However, the Ickenham Parking Management Scheme was recently extended in the adjacent road Copthall Road East in July 2016, therefore parking may have been displaced into Hoylake Crescent and other nearby unrestricted roads as a result.

4. The Council already intends to conduct a review of the parking scheme 12 months since the last extension of the scheme was introduced in part of Copthall Road East. As part of this review the Council intends to consult residents of roads on the periphery of the existing scheme to see if they would like to consider an extension to the scheme in their road to prevent non-residential parking. The extent of the consultation area for this review will be agreed in liaison with the local Ward Councillors.

5. It is therefore recommended that the Cabinet Member discusses with petitioners their concerns and, if considered appropriate, asks officers to include Hoylake Crescent within this upcoming review of Ickenham Parking Management Scheme so that the residents can reconsider parking controls for their section of street.

### **Financial Implications**

There are none associated with the recommendations to this report, however if the Council was to consider the introduction of parking restrictions in part of Hoylake Crescent or any other of the surrounding roads, 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 has to address these concerns.

### **Consultation Carried Out or Required**

Informal consultation was carried out with the residents of Hoylake Crescent in October 2014 to see if residents would like to consider parking restrictions in their street. The recommendation of this report is to include Hoylake Crescent in a future informal consultation to see if residents would like to reconsider parking restrictions again.

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

Corporate Finance has reviewed the report and concur with the financial implications set out above

## **Legal**

There are no special legal implications for the proposal to discuss with petitioners their request for an extension to the Ickenham Parking Management Scheme, 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 or statutory consultation.

In considering the residents' 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 at that time.

## **Corporate Property and Construction**

None at this stage.

## **Relevant Service Groups**

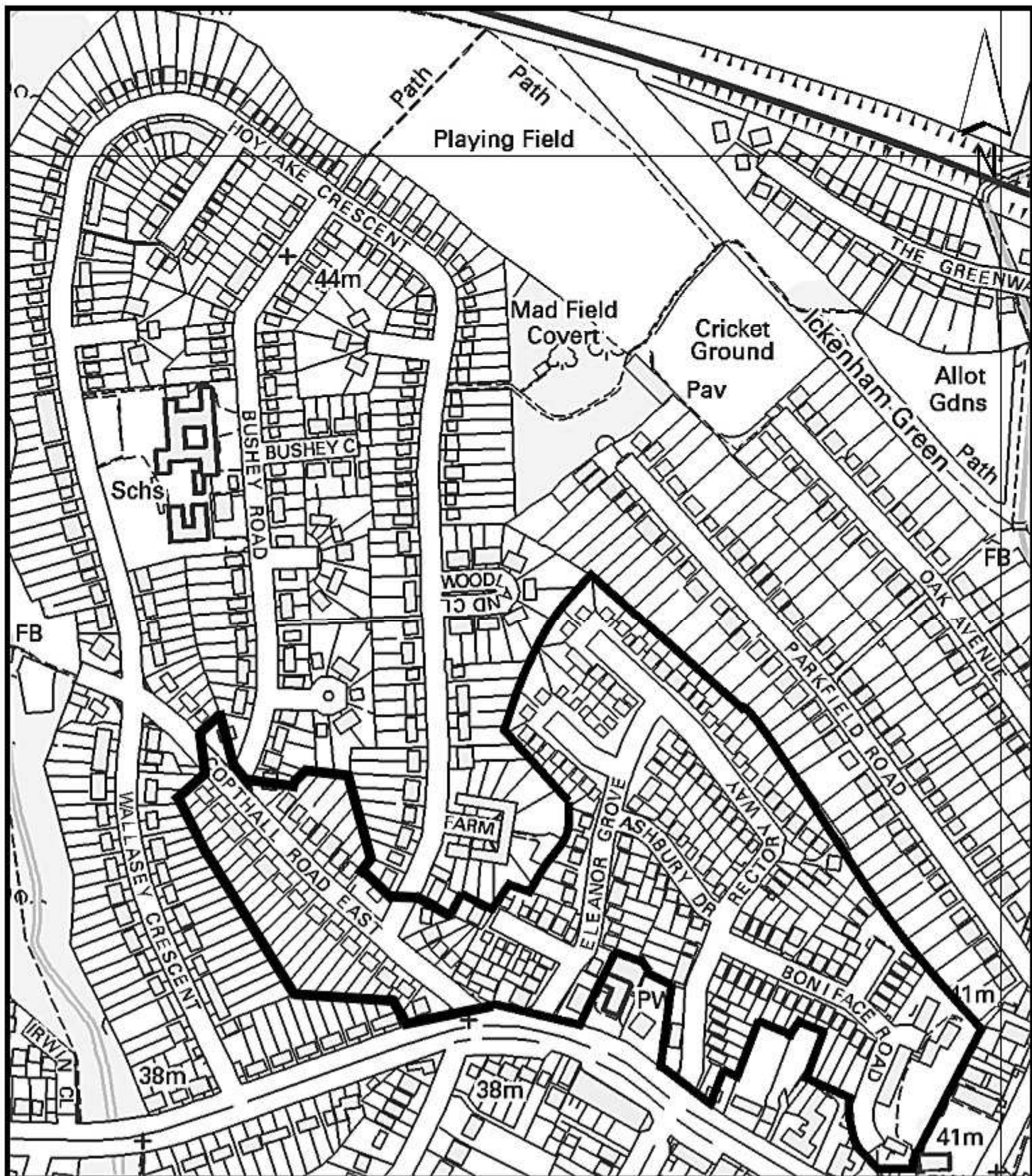
None at this stage.

## **6. BACKGROUND PAPERS**

Cabinet Member report - Ickenham Parking Management Scheme - Results of informal consultation on a possible extension to the scheme - Published February 2015

Cabinet Member report - Results of statutory consultation for the proposed extension to the Ickenham Parking Management Scheme - Published December 2015

Cabinet Member report - Results of statutory consultation for amendments to an extension to the Ickenham Parking Management Scheme - Published May 2016



Extent of the Ickenham Parking Management Scheme  
near Hoylake Crescent, Ickenham

Appendix A

Date January 2017

Scale 1:4,000



Extent of Ickenham Parking Management  
Scheme Zone IC (part)

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## MASEFIELD LANE, HAYES - PETITION REQUESTING FOR THE CARRIAGEWAY TO BE RESURFACED AND FOOTWAY RECONSTRUCTED

<b>Cabinet Member(s)</b>	Councillor Keith Burrows
<b>Cabinet Portfolio(s)</b>	Planning, Transportation and Recycling
<b>Officer Contact(s)</b>	Poonam Pathak, Residents Services
<b>Papers with report</b>	Appendix A - Location Plan Appendix B - Photographs

### 1. HEADLINE INFORMATION

<b>Summary</b>	Inform the Cabinet Member that a petition has been received from residents requesting the Council to resurface the carriageway and reconstruct the footways in Masefield Lane, Hayes
<b>Contribution to our plans and strategies</b>	A safe Borough, a clean and attractive Borough.
<b>Financial Cost</b>	There are none at present associated with this report.
<b>Relevant Policy Overview Committee</b>	Residents Services.
<b>Ward(s) affected</b>	Barnhill

### 2. RECOMMENDATION

**That the Cabinet Member:**

- 1. Notes that the carriageway resurfacing was completed in May 2016.**
- 2. Considers the petitioners' request and discusses with them in detail their concerns regarding the condition of the footway surface.**
- 3. Subject to the outcome of (2), instruct officers to place Masefield Lane, Hayes on to the list being considered for planned footway maintenance in a future programme.**

#### **Reasons for recommendation**

The existing surface of the footway has started to show signs of deterioration to the extent that shallow cracking has taken place in isolated areas of the surface layer. The isolated failure is due to aggregate fretting of the material. The surface profile is uneven in places and the bitumen surface is scarred due to utility trenches at a number of locations. Reconstruction of the footways would enhance the visual appearance of the street and provide a safe environment for

residents and road users; however, based on the existing condition, reconstruction would not be the most economical option.

### **Alternative options considered / risk management**

Further isolated maintenance works would restore the condition of footways, and enhance the visual appearance.

### **Policy Overview Committee comments**

None at this stage.

## **3. INFORMATION**

### **Supporting Information**

1. The Council has received a petition with 37 signatures which states that local residents from Masefield Lane would like the carriageway resurfaced and footway reconstructed. It is worth noting that the carriageway was programmed to be resurfaced prior to the receipt of this petition.
2. Masefield Lane is a residential road, approximately 765 square metres in footway surface area. It is a cul-de-sac located towards the west of Yeading Lane. The footway has been constructed using bituminous surface with concrete vehicle crossings.
3. Based on the results of the most recent United Kingdom Pavement Management System (UKPMS) structural condition surveys, carried out on all Borough roads, Masefield Lane is not placed very high on the advised priority list for future treatment. Officers consider that this road is deteriorating due to natural ageing of the surface course. This road is heavily used by residents as the doctor's surgery is situated near Yeading Lane hence the road scores a high priority on 'serviceability' criteria such as appearance, ride quality and related factors. At the time of the assessment, prior to writing this report, there were no defects in evidence greater than 20mm, the minimum intervention level for immediate repair of dangerous defects.
4. Currently the footways have been maintained in accordance with the Council's policy on reactive maintenance and defect repairs have been carried out over the years. The proposed option would be mixture of overlay of the existing footway surface and reconstruction of other areas of footway.

### **Financial Implications**

The estimated cost for undertaking these works is £19,478.71. If it is decided to proceed with these works, a funding source would need to be identified. These works are typically funded from the annual Highways Capital Structural or Localities Programmes. Officers will also explore the availability of Section 106 funds. This would be subject to normal capital release and Member approval protocols.

In certain circumstances, the Council can incur legal liability, as the Highway Authority, for loss or damages to users of the highway, as a result of not complying with its duties under the

Highways Act 1980, which could result in costs being incurred by the Council in settling insurance claims if the work is not carried out.

#### **4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES**

##### **What will be the effect of the recommendation?**

The proposed improvement works of Masefield Lane will take into consideration the particular needs of local residents, schoolchildren and older people, and people with disabilities to provide smoother, safer highway surfaces and features. The reconstruction of deteriorated footway surfaces will offer the most satisfactory outcome for residents, as they would be less pleased with patching works.

##### **Consultation Carried Out or Required**

None at this stage.

#### **5. CORPORATE IMPLICATIONS**

##### **Corporate Finance**

Corporate Finance has reviewed the recommendation and notes that this report asks the Cabinet Member to consider the request for works to the footway surface, but does not agree for works to proceed until a funding source has been identified.

##### **Legal**

The Highway Authority has a duty under section 41(1) of the Highways Act 1980 (HA 1980) to maintain a highway.

The duty to maintain is confined to a duty to repair and keep in repair.

The section 41(1) duty is an absolute duty to maintain, and is not qualified by any requirement of reasonableness. However, the scope of the duty is based on an objective standard and depends on the level of use of the particular highway in question.

The duty to maintain a publicly maintainable highway under section 41(1) of the HA 1980 is owed by the Highway Authority to all users of the highway. A private law action for damages can be brought against the Highway Authority for breach of statutory duty.

There are no special legal implications for the proposal to discuss with petitioners their request to place Masefield Lane on the list for roads being considered for treatment in a future footway maintenance programme, 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 issues is 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

**PART I - MEMBERS, PUBLIC AND PRESS**

recommendation. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

If Masfield Road is placed on the list being considered for planned footway maintenance in a future programme and specific advice is requested, Legal Services should be instructed.

#### **Corporate Property and Construction**

None at this stage.

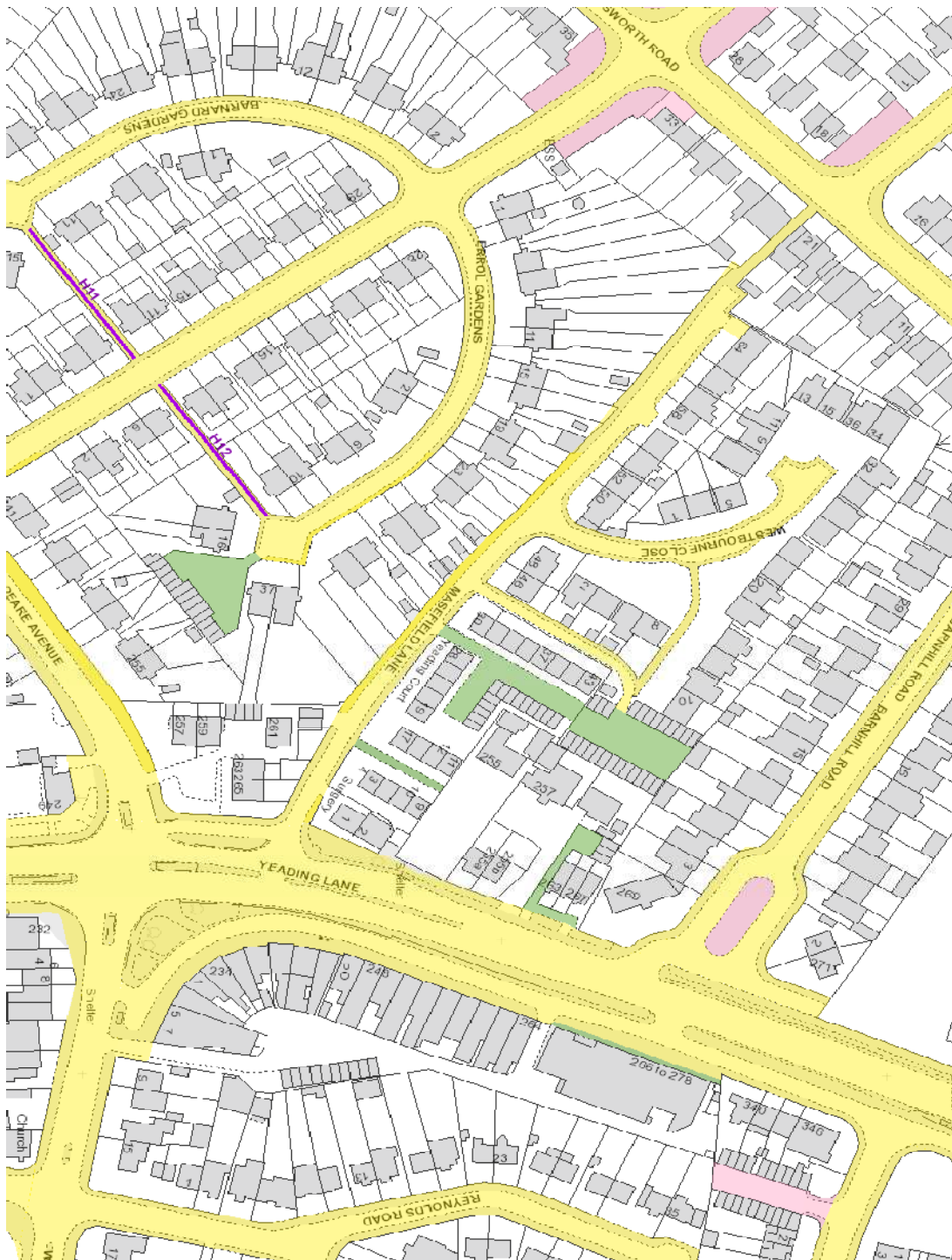
#### **Relevant Service Groups**

None at this stage.

### **6. BACKGROUND PAPERS**

None.

## Appendix A (Location Plan)



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### PART I - MEMBERS, PUBLIC AND PRESS

## Appendix B (Photographs)





PART I - MEMBERS, PUBLIC AND PRESS



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PART I - MEMBERS, PUBLIC AND PRESS