



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

Date: WEDNESDAY 14 JUNE
2017

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:

Councillor 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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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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Useful information for residents and visitors

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Agenda

CHAIRMAN'S ANNOUNCEMENTS

PART 1 - MEMBERS, PUBLIC AND PRESS MAY ATTEND

- 1 Declarations of Interest in matters coming before this meeting
- 2 To confirm that the business of the meeting will take place in public.
- 3 To consider the report of the officers on the following petitions received.

Please note that individual petitions may overrun their time slots. Although individual petitions may start later than advertised, they will not start any earlier than the advertised time.

	Start Time	Title of Report	Ward	Page
4	7 pm	Chichester Avenue, Bembridge Gardens, Lysander Road and Lymington Drive, Ruislip - Petition Requesting Traffic Calming Measures	West Ruislip	1 - 8
5	7 pm	Chichester Avenue, Ruislip - Petition Requesting the Introduction of a Residents' Permit Parking Scheme and Traffic Calming Measures	West Ruislip	9 - 14
6	7:30 pm	Sweetcroft Lane, Uxbridge - Petition Requesting Traffic Calming Measures, Parking Restrictions and Resurfacing	Uxbridge North	15 - 20
7	8 pm	Kewferry Road, Northwood - Petition Requesting a Width Restriction at the Hertfordshire End of Kewferry Road	Northwood	To follow
8	8 pm	Dene Road and Sandy Lodge Way, Northwood - Petition Concerned With Excessive Road Traffic Speed	Northwood	To follow

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Agenda Item 4

CHICHESTER AVENUE, BEMBRIDGE GARDENS, LYSANDER ROAD AND LYMINGTON DRIVE, RUISILIP - PETITION REQUESTING TRAFFIC CALMING MEASURES

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition from residents requesting traffic calming measures for Chichester Avenue, Bembridge Gardens, Lysander Road and Lymington Drive, Ruislip
Contribution to our plans and strategies	The request can be considered as part of the Council's annual programme of road safety initiatives.
Financial Cost	Subject to the outcome of discussions with petitioners the Cabinet Member may be minded to commission speed and traffic surveys. The current cost of these is in the region of £80 to £85.
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward(s) affected	West Ruislip

2. RECOMMENDATIONS

Meeting with the Petitioners, the Cabinet Member:

1. Listens to their request for traffic calming measures in the area.
2. Notes the results of the previous informal consultation with residents of the area on a proposed point "no entry" restriction at the junction of Chichester Avenue and Bembridge Gardens, which showed insufficient support for the concept;
3. Notes that a no entry sign with a plate limiting the restriction to 'access for residents only' is not permissible under national highways design standards (The Traffic Signs Regulations and General Directions 2016 and the Road Traffic Regulation Act 1994) and so cannot be considered (as explained in the body of the report);

PART I - MEMBERS, PUBLIC AND PRESS

4. Notes that traffic signal controlled infrastructure, such as signal controlled pedestrian crossings, if viable, could only be considered subject to their approval and installation by Transport for London, the body responsible for all traffic signals in Greater London;

5. Notes the outcome of previous traffic volume and speed surveys, as noted in the body of the report;

6. Seeks clarity of the detail and underlying basis of the petitioners' suggestion of a "camera system to ticket motorists" at peak periods (as elaborated in the body of the report);

7. 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 recommendations

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 22 signatures has been received by the Council signed by residents who live in the area under the following heading;

"We the undersigned, petition Hillingdon Council to install a no entry restriction at the junction of Chichester Avenue and Bembridge Gardens, Ruislip. No entry sign to be installed with a sign stating "Access to residents only" underneath. Traffic lights and pedestrian crossing to be installed at the end of Lysander Avenue and in the middle of B466 Ickenham High Road. The two parking permit spots at the left side corner of Lysander Road heading towards Bembridge Gardens needs to be removed as this blocks a blind corner. Road marking need to be inserted on the corner of Lymington Road not to allow people to park there. Speed bumps or a 20 plenty sign to reduce overall speed of cars. Residents have also suggested a camera system to be put in place to ticket motorists like they do in Ealing if anyone tries to go through the road between 7am to 9am Monday to Friday only."

2. In an accompanying statement the lead petitioner sets out residents concerns and their justification for this request which are;

"I have lived on this estate for 10 years and over the years it has become apparent that this is being used as a "cut through" road to help motorists avoid traffic queues at the White Bear roundabout to head towards Ickenham/ A40 to try to shorten their overall waiting/travel time. In the process of this, the estate becomes gridlocked and residents struggle to get to and from their homes. Not only is this inconvenient for residents but there are also safety concerns regarding the speed that motorists drive around the estate and it is becoming dangerous for parents walking their children to and from school. I have lost count of the near misses or the length of time it takes to cross the road safely within the estate and again on the main B466 Ickenham High Road. There is no traffic light system or proper pedestrian crossing system in place from Ruislip High Street until you get to West Ruislip train station. This works out to be over one mile on a main busy road. By installing a traffic light system and pedestrian crossing this will also help towards the traffic calming measures and the safety of the public. The speed the motorists travel around this estate especially on Chichester and Bembridge is also a cause for concern. There have been numerous occasions where cars have nearly collided at the turning point into Lysander Road coming from Bembridge Gardens based on the 2 permit holders' car parking spots on the left hand side of a blind corner. If there are cars parked in these spots, motorists are having to use the opposite side of the road to turn left into Bembridge Gardens.

3. The roads that are mentioned in the petition are mainly residential and just a short walk to West Ruislip Station, Ruislip Station, Ruislip Town Centre and the many local amenities. As a result, many of the roads in the area benefit from a Parking Management Scheme.

4. There are many elements to the petition and this report will set out to address some of the areas of concern. However, further dialogue with petitioners at the petition meeting may result in further actions being considered, subject to their viability.

5. The first suggestion put forward is for a "no entry" restriction at the junction of Chichester Avenue and Bembridge Gardens with an additional sign stating "Access to residents only".

6. As the Cabinet Member will recall, approximately three years ago, the Council received a similar petition from residents of the area also asking for measures to prevent vehicles using Lysander Road and Lymington Drive as a cut through from Wood Lane to Ickenham Road.

7. As a result of this petition, a proposal was developed for a point "no entry" on the junction of Chichester Avenue and Bembridge Gardens. In order to allow as many residents as possible the opportunity to comment on the proposal, the Council informally consulted over a wide area as indicated on the plan attached as Appendix A of this report.

8. Of the 557 consultation documents delivered, 221 were returned representing a response rate of approximately 38%. Of these 80 responses indicated support for the "no entry" proposal, 136 suggested they would not support the prohibition and five replies were void. The results of the informal consultation were reported to the Local Ward Councillors who indicated they could not support the proposals due to the clear lack of overall support from residents. As a result, the scheme was not progressed.

9. This petition suggests a similar "no entry" at the same location previously consulted upon but with an exemption of "Access to residents only". The Council has powers under the Road Traffic Regulation Act 1984 (RTRA) to manage the movement of traffic on the highway and a "no entry" prohibition is one way the Council can do this. There are also some permitted exemptions to a "no entry" restriction namely buses and cycles.

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10. The RTRA does not however, provide Councils the authority to make an exemption for "Access to residents only", so regrettably this request cannot be considered.

11. The second suggestion put forward is for "traffic lights and a pedestrian crossing to be installed at the end of Lysander Road and in the middle of Ickenham High Road". As the Cabinet Member will be aware, the feasibility of installing a pedestrian crossing depends on a number of design requirements including visibility distances, the lay-out of existing driveways and the provision of a safe area for pedestrians waiting to cross the road.

12. In addition, Transport for London, who install and maintain all of the traffic signals across Greater London, have additional criteria they will consider before they might agree to support and progress a signal controlled crossing at this location. It is therefore recommended that, subject to the discussions with the petitioners, their request may be added to the Council's Road Safety Programme and, in consultation with Transport for London, that officers undertake further detailed investigations and develop possible options which they would report back to the Cabinet Member.

13. There are two parking related suggestions included in the petition; firstly the request to remove residents' permit parking places on Lysander Road and secondly the suggestion that "*road markings need to be inserted on the corner of Lymington Road to not to allow people to park there*".

14. It is suggested that the Cabinet Member discusses these requests directly with the petitioners so that there is no confusion as to what bays and which corner the petition is referring to. Subject to the outcome of this the Cabinet Member may be minded to instruct officers to investigate these requests further.

15. A further suggestion made in the petition is for "*speed bumps or a 20 plenty sign to reduce overall speed of cars*". The Cabinet Member will recall that in July 2013, the Council commissioned independent 24/7 speed and traffic surveys at various locations on Chichester Avenue, Cordingley Road, Lymington Drive and Lysander Road. The 85th percentiles was found to range from 20.4 mph to 27.3 mph and is the speed at or below 85% of all vehicles are observed to travel at. This is a nationally recognised method of assessing traffic speeds. As some time has elapsed since the last speed and traffic surveys were conducted, the local situation may have changed.

16. The final part of the petition appears to be a request for camera enforcement of a moving traffic contravention that would operate Monday to Friday between 7am and 9am, and the petitioner cites an example they have seen in Ealing. It is not clear what the restriction is or where it operates so further information would be required before officers can comment on this suggestion.

17. The Cabinet Member will also be aware, however, of the successful introduction of some part-time banned turns at certain sites within the Borough, but he will also be aware that these are normally considered only in special circumstances and are dependent upon a special application to the Secretary of State for Transport, as the signs and orders are not prescribed in the standard Traffic Signs Regulations and Traffic Signs Manual.

18. To assist the Cabinet Member and petitioners with discussion of the area, a further plan is attached at Appendix B.

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19. To summarise, it is recommended that the Cabinet Member meets with petitioners and listens to their various concerns. Subject to the outcome of these discussions, the Cabinet Member could agree to commission independent speed and traffic surveys at locations to be agreed with the petitioners to address concerns of vehicle speeds, may wish to ask officers to investigate their request to amend the current parking arrangements and furthermore may ask them to liaise with colleagues at Transport for London on the suggestion for a signal controlled crossing.

Financial Implications

If the Cabinet Member is minded to agree to undertake independent speed and traffic surveys the cost is usually in the region of £80 to £85 per location which could be funded through an allocation for the transportation and projects service. 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, noting that direct costs associated with recommended traffic surveys would be contained within existing service budgets.

Legal

There are no special legal implications for the proposal to discuss with petitioners their request for traffic calming measures for Chichester Avenue, Bembridge Gardens, Lysander Road and Lymington Drive Ruislip, which amounts to an informal consultation. A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage. Fairness and natural justice requires that there must be no predetermination of a decision in advance of any wider non-statutory consultation.

In considering any 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.

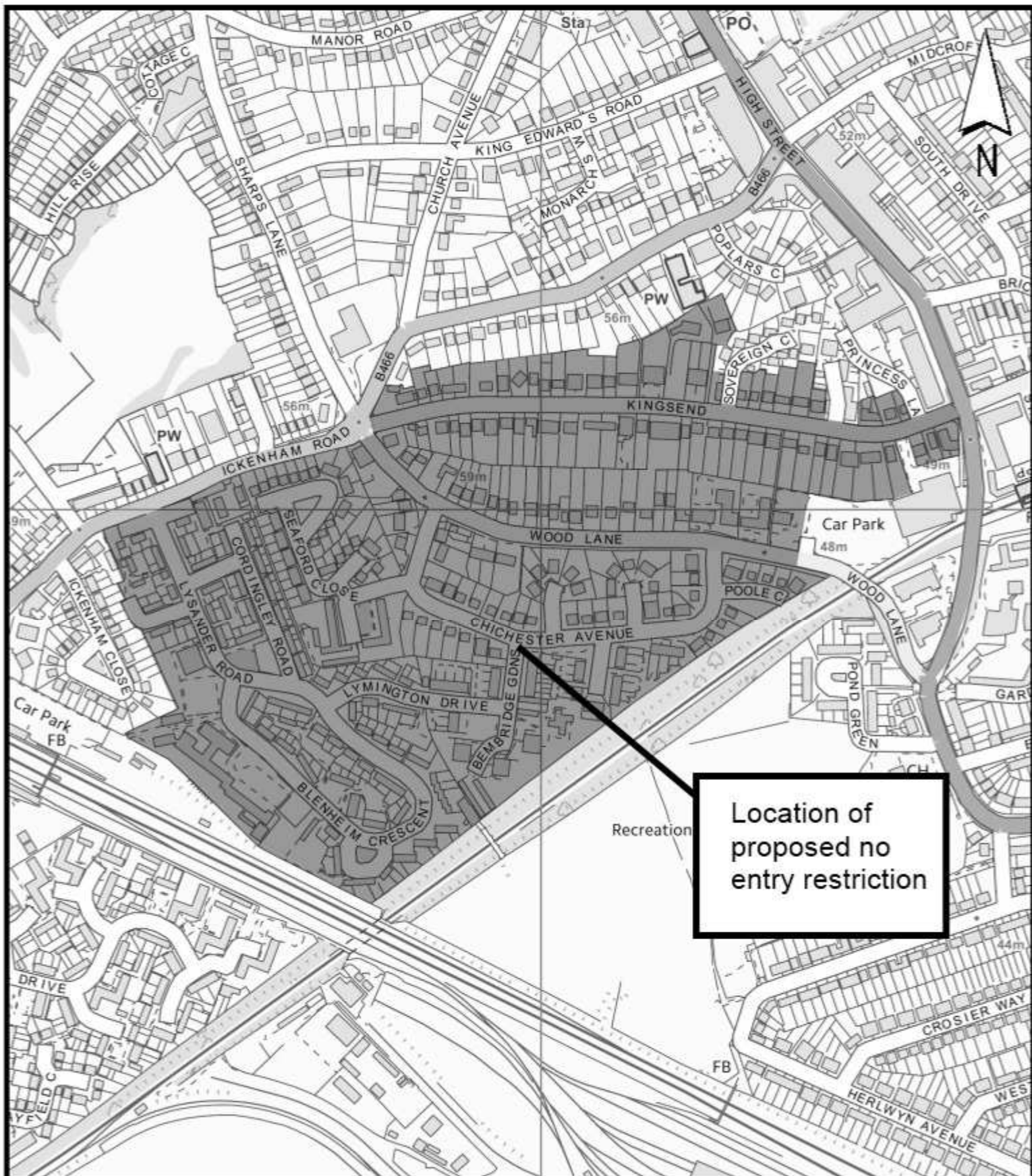
Should there be a decision that further measures are to be considered then the relevant statutory provisions will have to be identified and considered at that time.

Corporate Property and Construction

There are no corporate property and construction implications arising from the recommendations in this report.

6. BACKGROUND PAPERS

None.



Informal consultation for a possible no entry restriction

Appendix A

Date July 2014

Scale 1:5,500



Extent of informal consultation area for a possible no entry restriction at the junction of Chichester Avenue into Bembridge Gardens.



HILLINGDON
LONDON

CHICHESTER AVENUE, RUISLIP - PETITION REQUESTING THE INTRODUCTION OF A RESIDENTS' PERMIT PARKING SCHEME & TRAFFIC CALMING MEASURES

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition from residents of Chichester Avenue, Ruislip asking for the introduction of a Residents' Permit Parking Scheme and traffic calming measures.
Contribution to our plans and strategies	The request can be considered as part of the Council's strategy for on-street parking and road safety.
Financial Cost	There are none associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward(s) affected	West Ruislip

2. RECOMMENDATIONS

Meeting with the Petitioners, the Cabinet Member:

1. Discusses with petitioners their concerns with parking and vehicles speeds in Chichester Avenue, Ruislip.
2. Subject to the outcome of the above, decides if the request to introduce a residents' permit parking scheme in Chichester Avenue, Ruislip and the surrounding area should be added to the Council's future parking scheme programme for further investigation and more detailed consultation when resources permit.

PART I - MEMBERS, PUBLIC AND PRESS

3. Asks officers to undertake traffic surveys, at locations agreed by the petitioners and then report back to the Cabinet Member and considers this in conjunction with a similar petition submitted by residents of the area.

Reasons for recommendations

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 26 signatures has been submitted to the Council from residents of Chichester Avenue, Ruislip. In a covering statement with the petition the lead petitioner states:

"As discussed with Cllr Philip Corthorne, there have been ongoing parking issues on Chichester Avenue for a few years. Waitrose staff and station commuters park their cars inconsiderately by either blocking driveways or taking up two parking spaces and not allowing a second car to park. On a number of occasions residents have raised this with Waitrose directly and have in the past had a meeting with them with no resolution or improvements.

Some commuters leave their cars parked for a few days before returning to collect their car. This is a nuisance when they do not consider residents who also need to park their car on the street.

Parking permits should be introduced on Chichester Avenue to allow residents to live peacefully without having to stress about parking. Permits should be divided into two separate restrictions e.g. 10am to 12 noon and 3pm to 5.30pm (this should apply Monday to Friday) and Saturday should also have a restriction from 10am to 2pm. The Council should remove the yellow line outside number 9-7a to accommodate for spaces we have recently lost on the street due to crossways being agreed. The overflow from Hamble Close falls onto Chichester Avenue just after number 17. This does cause problems and perhaps they should be asked to park further up to the left of their road where the post box and bench is. The Council should look at creating zones for them to park which takes the burden off Chichester Avenue residents (including visitors to the properties) without driveways. Obviously, Chichester Avenue residents should be allowed to park anywhere on the street.

There is also a health and safety issue with commuters using Chichester Avenue as a short cut to get to West Ruislip. Cars come at a high speed and the local traffic is of a high during

peak hours. It is difficult for residents to cross the road, and to get to their cars or even move away from being stationary. The council should implement some road bumps in particular at the corners to prevent vehicles coming at speed."

2. Chichester Avenue, Ruislip, is a residential road situated to the south of Wood Lane. Parking is already restricted on some parts of Chichester Avenue to help prevent obstructive parking, although most of the road is currently unrestricted. Attached as Appendix A to this report is a plan indicating the location of Chichester Avenue and the nearby extent of the West Ruislip Parking Management Scheme.

3. Petitioners are asking for the Council to consider the introduction of a Parking Management Scheme to prevent all day non-residential parking. As a large percentage of roads in the vicinity now benefit from waiting restrictions or are included in a Parking Management Scheme, the road could be an attractive area for non-residents to park, especially commuters, due to the proximity of Ruislip and West Ruislip stations and other nearby amenities.

4. As the road forms a route through to Ickenham Road from Wood Lane, it is an attractive means of avoiding queuing traffic at the White Bear Roundabout. Petitioners have suggested that traffic calming measures be placed on the corners to help reduce vehicles speeds. However, as the Cabinet Member will be aware the positioning of traffic calming measures is mostly determined by the existing layout of the road. The Cabinet Member will also be aware of a similar petition received from residents asking for traffic calming measures for Chichester Avenue, Bembridge Gardens, Lysander Road and Lymington Drive and a no-entry restriction.

5. It is recommended that the Cabinet Member discusses with petitioners their concerns and if considered appropriate, asks officers to add this request to the future parking scheme programme to see if residents would like to proposals for parking restrictions in Chichester Avenue. As is common practice, if there are any other nearby roads that the local Ward Councillors feel may also benefit from such measures then these could also be included in the Council's consultation. In addition, the Cabinet Member could agree to commission independent speed and traffic surveys at locations to be agreed with the petitioners to address concerns of vehicle speeds which could be considered with the request dealt with in a separate report.

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.

PART I - MEMBERS, PUBLIC AND PRESS

Cabinet Member Petition Hearing - 14 June 2017

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report, noting that there are no direct financial implications arising from the recommendations.

Legal

There are no special legal implications for the proposal to discuss with petitioners their request for a Residents Permit parking scheme and traffic calming measures in Chichester Avenue Ruislip, which amounts to an informal consultation. A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage. Fairness and natural justice requires that there must be no predetermination of a decision in advance of any wider non-statutory consultation.

In considering any 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 at that time.

Corporate Property and Construction

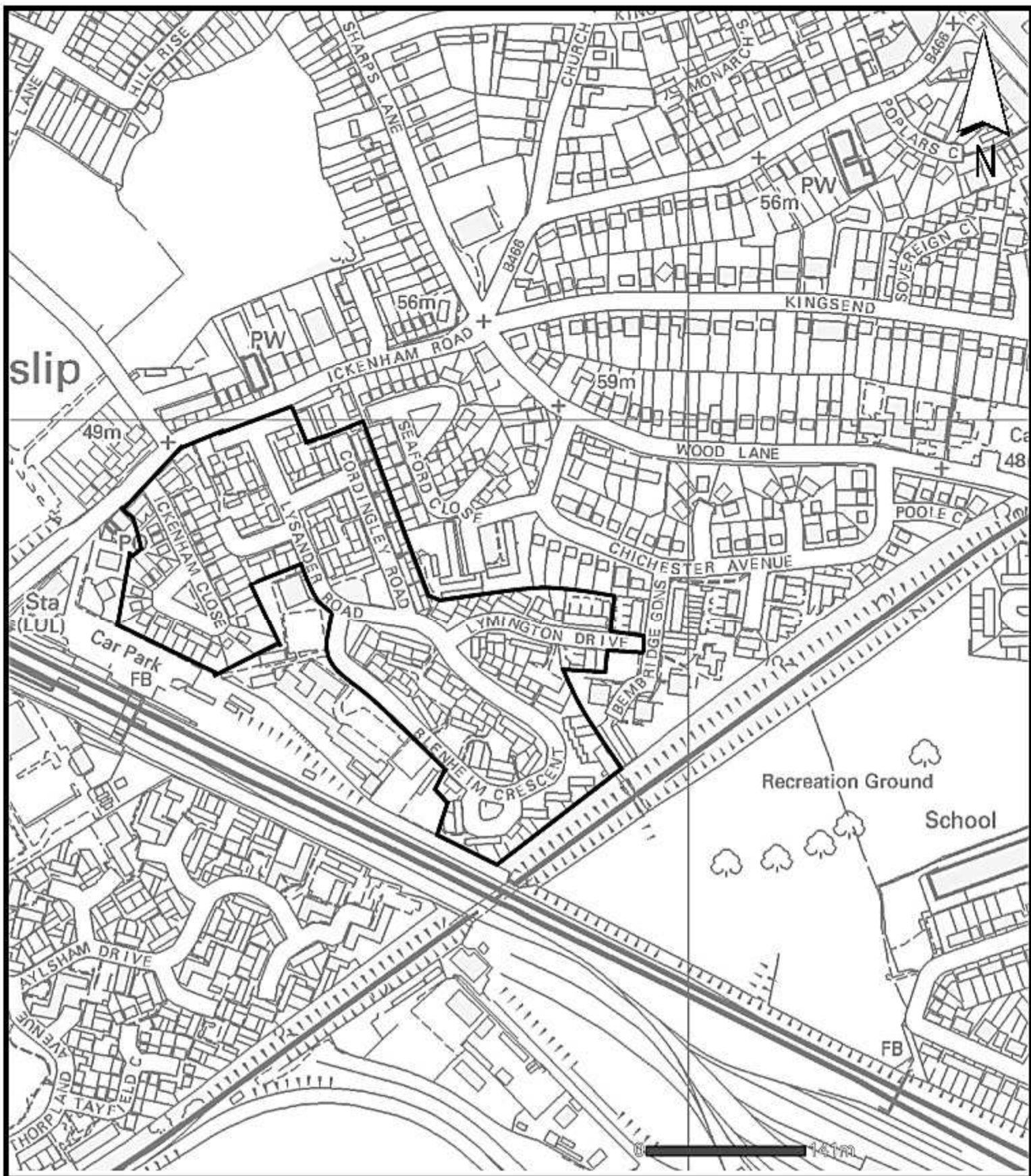
None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

None.



Chichester Avenue, Ruislip - Location plan

Appendix A

Date May 2017

Scale 1:4,500



Extent of the West Ruislip Parking Management Scheme

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SWEETCROFT LANE, UXBRIDGE - PETITION REQUESTING TRAFFIC CALMING MEASURES, PARKING RESTRICTIONS AND RESURFACING

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition from residents of Sweetcroft Lane, Uxbridge asking for the introduction of a 20mph speed limit, traffic calming measures, parking restrictions and resurfacing.
Contribution to our plans and strategies	The request can be considered as part of the Council's strategy for on-street parking and road safety.
Financial Cost	Subject to the outcome of discussions with petitioners the Cabinet Member may be minded to commission speed and traffic surveys. The current cost of these is in the region of £80 to £85.
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward(s) affected	Uxbridge North

2. RECOMMENDATIONS

Meeting with the Petitioners, the Cabinet Member:

- 1. Discusses with petitioners their concerns with parking and vehicles speeds in Sweetcroft Lane, Uxbridge.**
- 2. Advises petitioners that an informal consultation will shortly be undertaken on proposals to introduce further parking restrictions in this area following the comments made during previous consultations.**
- 3. 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.**

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4. Notes that the Highway Programme Manager has responded separately to the lead petitioner's request for the road and footways to be resurfaced.

Reasons for recommendations

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 133 signatures has been submitted to the Council from residents of Sweetcroft Lane, Uxbridge. In a covering statement the lead petitioner states their desired outcomes:

"Make Sweetcroft Lane a safer and more pleasant road

- *Reduce speed of traffic on Sweetcroft Lane by introducing a 20mph speed limit together with traffic calming measures.*
- *Introduce parking restrictions on the entire length of Sweetcroft Lane.*
- *Resurface road and footpaths."*

2. Sweetcroft Lane, Uxbridge is a residential road situated between Long Lane and Hercies Road. Attached as Appendix A to this report is a plan indicating the location of Sweetcroft Lane.

3. Petitioners have asked for the Council to consider the introduction of parking restrictions along the entire length of Sweetcroft Lane to prevent all day non-residential parking. As the vast majority of roads in the area already benefit from waiting restrictions or are included in a Parking Management Scheme, Sweetcroft Lane is an attractive area for non-residents to park. The Council has already started to develop proposals encompassing the unrestricted parts of Sweetcroft Lane and these will be shared with residents to consider shortly.

4. Petitioners have requested that a 20mph zone with traffic calming measure is introduced along Sweetcroft Lane suggesting that traffic calming measures be placed on the corners to help reduce vehicles speeds. It is recommended that the Cabinet Member agrees to commission independent 24/7 speed and traffic surveys at locations to be agreed with the petitioners to address concerns of vehicle speeds.

5. The Cabinet Member will note that the petitioners have also requested that the carriageway and footways are resurfaced. The Highway Programme Manager has written to the lead petitioner and this matter is being addressed separately to this petition.

Financial Implications

If the Cabinet Member is minded to agree to undertake independent speed and traffic surveys the cost is usually in the region of £80 to £85 per location which could be funded through an allocation for the transportation and projects service. 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, noting that direct costs associated with recommended traffic surveys would be contained within existing service budgets.

Legal

There are no special legal implications for the proposal to discuss with petitioners their request for the introduction of a 20mph speed limit, traffic calming measures and parking restrictions at Sweetcroft Lane, along with resurfacing of the carriageway and footways, 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 at that time.

Corporate Property and Construction

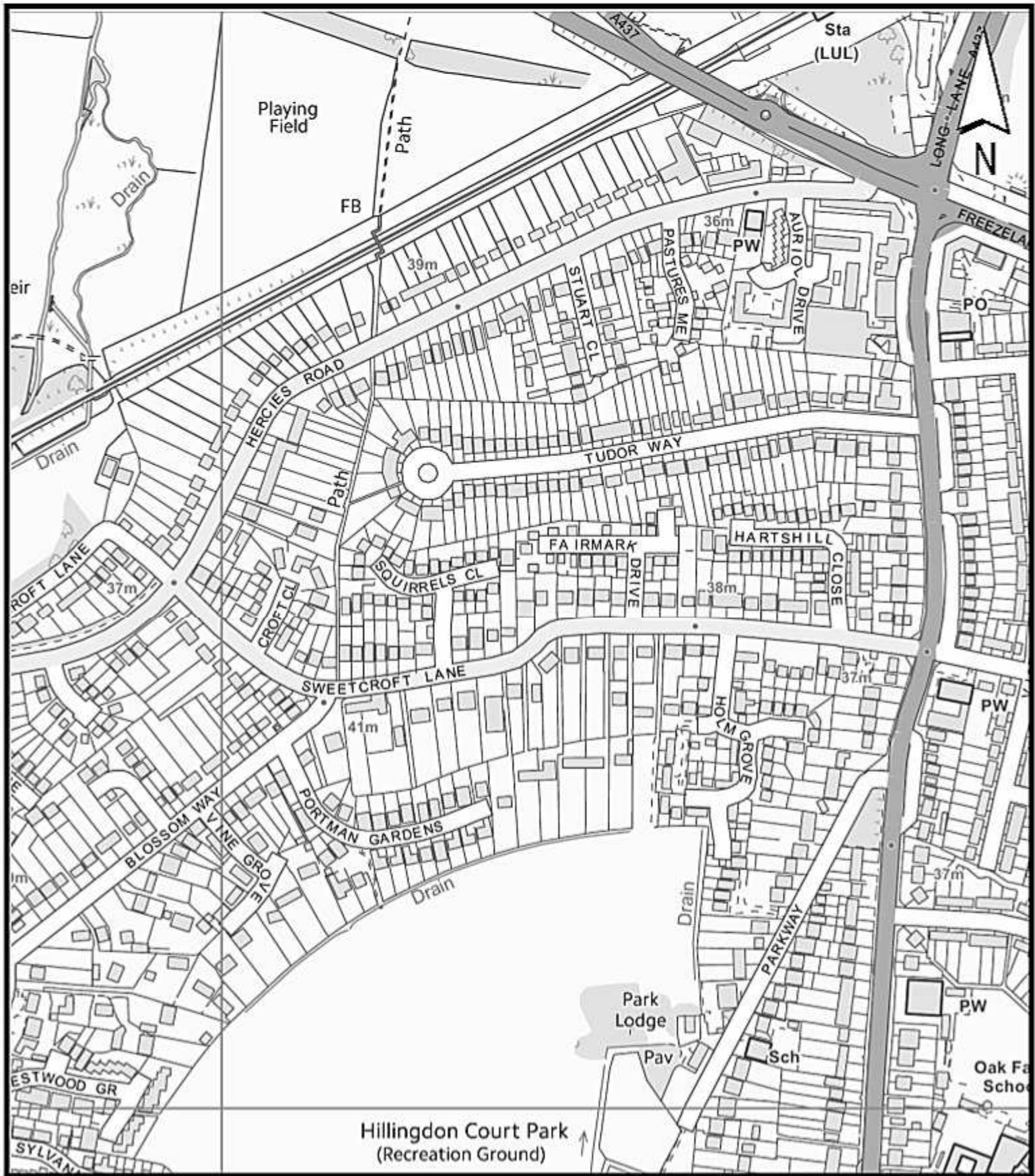
None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

None.



Sweetcroft Lane, Uxbridge - Location plan

Appendix A

Date May 2017

Scale 1:6,000

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