

Summer



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

Date: WEDNESDAY, 11
OCTOBER 2017

Time: 7.00 PM

Venue: COMMITTEE ROOM 3 & 3A
- 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.

Published: Tuesday, 3 October 2017

Contact: Neil Fraser
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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,
Phase II, Civic Centre, High Street, Uxbridge, UB8 1UW
www.hillingdon.gov.uk

Useful information for residents and visitors

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Please note that the Council may also record or film this meeting and publish this online.

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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	7pm	Request For Speed Survey & Speed Bumps In Grosvenor Ave, Hayes	Charville	1 - 6
5	7pm	Request For Permit Parking In Violet Avenue, Heather Close & Campion Close, Yiewsley	Yiewsley	7 - 12
6	7.30pm	Request For Parking Bays In St Johns Close, Uxbridge	Uxbridge South	13 - 18
7	8pm	Request To Include Sussex Road In The Extension To The Ickenham Parking Management Scheme	Ickenham	19 - 22

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Agenda Item 4

GROSVENOR AVENUE, HAYES - PETITION REQUESTING A FURTHER SPEED ASSESSMENT STUDY

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition requesting a further speed assessment study on Grosvenor Avenue, Hayes.
Contribution to our plans and strategies	The request can be considered as part of the Council's Road Safety Programme.
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' & Environmental Services.
Ward(s) affected	Charville.

2. RECOMMENDATIONS

Meeting with the Petitioners, the Cabinet Member for Planning, Transportation and Recycling:

- 1. Considers their concerns regarding vehicle speeds in Grosvenor Avenue, Hayes;**
- 2. Notes the results of the four previous speed and traffic surveys undertaken in Grosvenor Avenue, Hayes;**
- 3. Subject to the above, decides if officers should either:**
 - a) undertake further classified traffic volume and speed survey(s) at location(s) to be agreed with the petitioners and the relevant Ward Members; or,**
 - b) take no further action at the present time.**

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 78 signatures has been submitted to the Council asking for further speed surveys to be undertaken in Grosvenor Avenue. In a covering letter submitted with the petition, the lead petitioner has stated the following:

"I have enclosed a petition from the local residents regarding the speed of traffic that uses Grosvenor Avenue as a cut through to Kingshill Avenue. At the present time there is no deterrent like the traffic lights at the junction with Lansbury Drive / Kingshill Avenue. Can you please pass to the Cabinet Member to arrange a meeting for the petitioners".

2. Grosvenor Avenue is a mainly residential road that runs between Kingshill Avenue in the south to Langdale Drive, which then leads on to Charville Lane in the north. Grosvenor Avenue is a relatively straight road with an average carriageway width of 7.4 metres, bordered by footways with a width of between 2.3 and 2.5 metres. Many properties benefit from off-street parking provision, although vehicles were observed to be parking on both sides of the road when officers visited Grosvenor Avenue. In September 1999, the Council allowed footway parking to take place in Grosvenor Avenue following a petition submitted by residents, although this practice seems to mainly occur in the section of the road to the north of Weymouth Road. A plan of the area is attached as Appendix A.
3. As the Cabinet Member will be aware, the Council has previously commissioned independent 24 hour / seven day vehicle speeds and volume surveys at locations in Grosvenor Avenue suggested by residents and local Ward Councillors. A summary of the speed survey results are attached below.

	Total Vehicles	MPH	MPH	MPH	MPH	MPH	MPH	85th% speed -mph
<u>outside No 37</u>		35-40	40-45	45-50	50-55	55-60	60-100	
Northbound -2009	6,065	352	90	25	7	1	1	32
Northbound - 2012	6,123	263	49	20	6	1	1	32
Southbound -2009	4,977	424	93	17	9	2	0	34
Southbound - 2012	5,267	412	94	16	5	2	1	33
<u>Outside No 80</u>								
Northbound - 2015	6,010	307	76	21	7	1	1	32

PART I - MEMBERS, PUBLIC AND PRESS

Southbound - 2015	5,217	392	96	20	5	6	2	33
<u>North of Weymouth Rd</u>								
Northbound - 2015	3,447	168	30	14	0	0	1	32
Southbound - 2015	3,112	143	32	6	3	1	0	31

4. The Cabinet Member will be aware that the 85th percentile speed is the speed at or below which 85% of the traffic is travelling, and is the standard statistical tool used by traffic engineers when assessing speeding issues. The 85th percentile speed is usually higher than the average speed and so is a more reliable measure of assessing prevailing traffic speeds. The survey results indicated that the 85th percentile speeds in Grosvenor Avenue have remained consistent at the survey sites between 2009 and 2015.
5. Analysis of the latest available Police recorded personal injury data, for the three year period ending October 2016, has indicated that there have been no recorded incidents on Grosvenor Avenue itself, but there have been two collisions recorded at the junction with Kingshill Avenue, resulting in slight injuries.
6. The Council has invested in a number of Vehicle Activated Signs (VAS), which flash a warning sign to motorists exceeding the speed limit. These signs have been found to be most effective if they are installed at key sites, left in place for an agreed period of time and then moved to another site. Subject to the outcome of any investigations, it is suggested that the Cabinet Member may consider asking officers to add Grosvenor Avenue to a future phase of the Council's VAS programme.
7. In response to the petition, it is recommended that the Cabinet Member meets the petitioners and listens to their concerns. Subject to the outcome of these discussions, the Cabinet Member decides if this request should be added to the Council's Road Safety Programme and if further independent speed and classification surveys should be commissioned at locations agreed by the petitioners and Ward Councillors.

Financial Implications

Subject to the outcome of the Petition Hearing, recommendation 3a will incur costs which can be funded from an allocation from existing revenue budgets for the transportation service.

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

Strategic 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 petition requesting a further speed assessment study on Grosvenor Avenue, Hayes 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

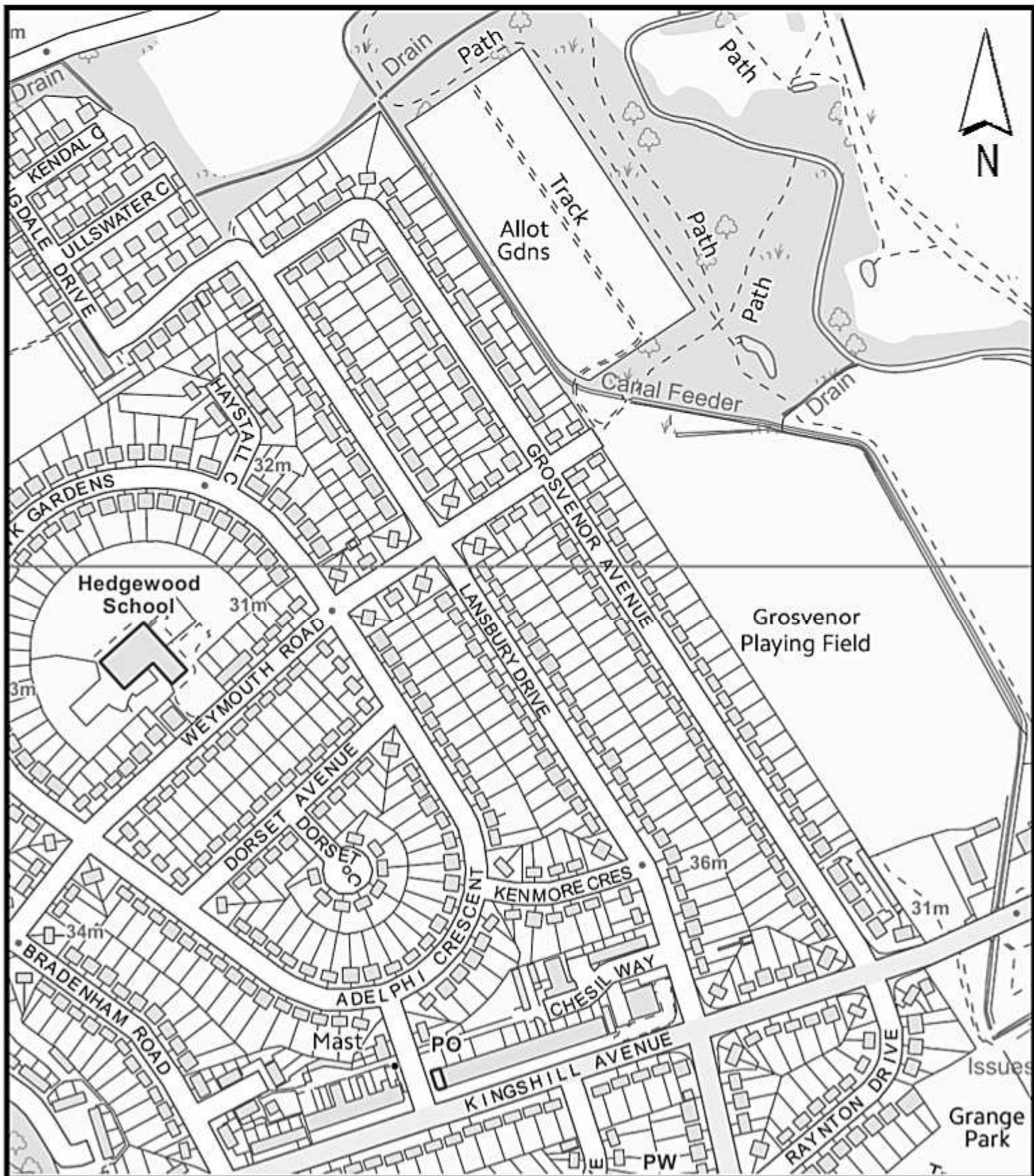
None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

NIL.



Grosvenor Avenue, Hayes
Location plan

Appendix A

Date September 2017

Scale 1:4,000

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VIOLET AVENUE, HEATHER CLOSE AND CAMPION CLOSE, UXBRIDGE - PETITION FROM RESIDENTS REQUESTING A RESIDENTS' PERMIT PARKING SCHEME.

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	Appendix A

1. HEADLINE INFORMATION

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

2. RECOMMENDATIONS

Meeting with the Petitioners, the Cabinet Member:

1. Discusses with petitioners their concerns with parking in Violet Avenue, Heather Close and Campion Close.
2. Notes the results of the previous consultations with residents of the area on a possible Parking Management Scheme.
3. Subject to the outcome of the above, asks officers to add the request to the Council's extensive parking programme for further informal consultation.

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 80 signatures has been submitted to the Council from residents of Violet Avenue, Heather Close and Campion Close. In a covering statement with the petition the lead petitioner states:

"People who are not residents are parking outside of our homes for 8-12 hours at a time. Hospital staff, then at school times, cars are double parking making it difficult to cross the road. To access our driveways many of the people who have signed this petition have been blocked in their driveways or unable to access them. I also believe it is only a matter of time before there is a serious accident.

We would like parking for permit holders only and visitors".

2. Violet Avenue, Heather Close and Campion Close are mainly residential roads just a short walk away from Hillingdon Hospital, local shops, Moorcroft and Colham Manor Primary Schools. As the Cabinet Member will recall, in August 2013, the Council undertook an informal consultation with residents in the area, on options to manage the parking in their road.

3. Responses to this consultation showed that of the 12 residents who responded from the properties between Nos. 27-85 (odds) and Nos. 20-66 (evens) in Violet Avenue, nine wanted no change, one wanted a waiting restriction and two supported a Parking Management Scheme. Similarly, responses from Heather Close showed that of the six residents who returned their questionnaire, four wanted no change, one wanted a waiting restriction and one supported permit parking. Results from Campion Close showed that 13 households were happy with the current arrangements and only one would support a permit parking scheme. As a result of the responses received, it was recommended that the parking arrangements where residents did not indicate support for parking restrictions should remain as existing.

4. It has often become apparent where parking schemes have been introduced that the residents in adjoining roads, which perhaps do not suffer unduly from non-residential parking, decide not to be included when consulted on possible options. However, following inclusion of nearby roads residents experienced parking transfer and approached the Council to be part of the scheme. As the Hillingdon Hospital Parking Management Scheme has recently expanded,

residents on nearby roads may have unfortunately witnessed the transfer of parking, and on this basis have therefore petitioned the Council.

5. As some time has elapsed since the last informal consultation in the area, it is therefore recommended that the Cabinet Member discusses with petitioners their concerns and if considered appropriate, to add the request to the future parking scheme programme. It is also suggested that, subject to the outcome of the petition evening, Ward Councillors are asked for their views on a suitable consultation area because, as the Cabinet Member is aware, experience has shown that it is likely parking could easily transfer to the unrestricted roads close by.

Financial Implications

There are no direct financial implications associated with the recommendations to this report. If works are subsequently required and agreed, suitable funding can be identified within the existing 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 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 a parking scheme in Violet Avenue, Heather Close and Campion Close, 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. 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

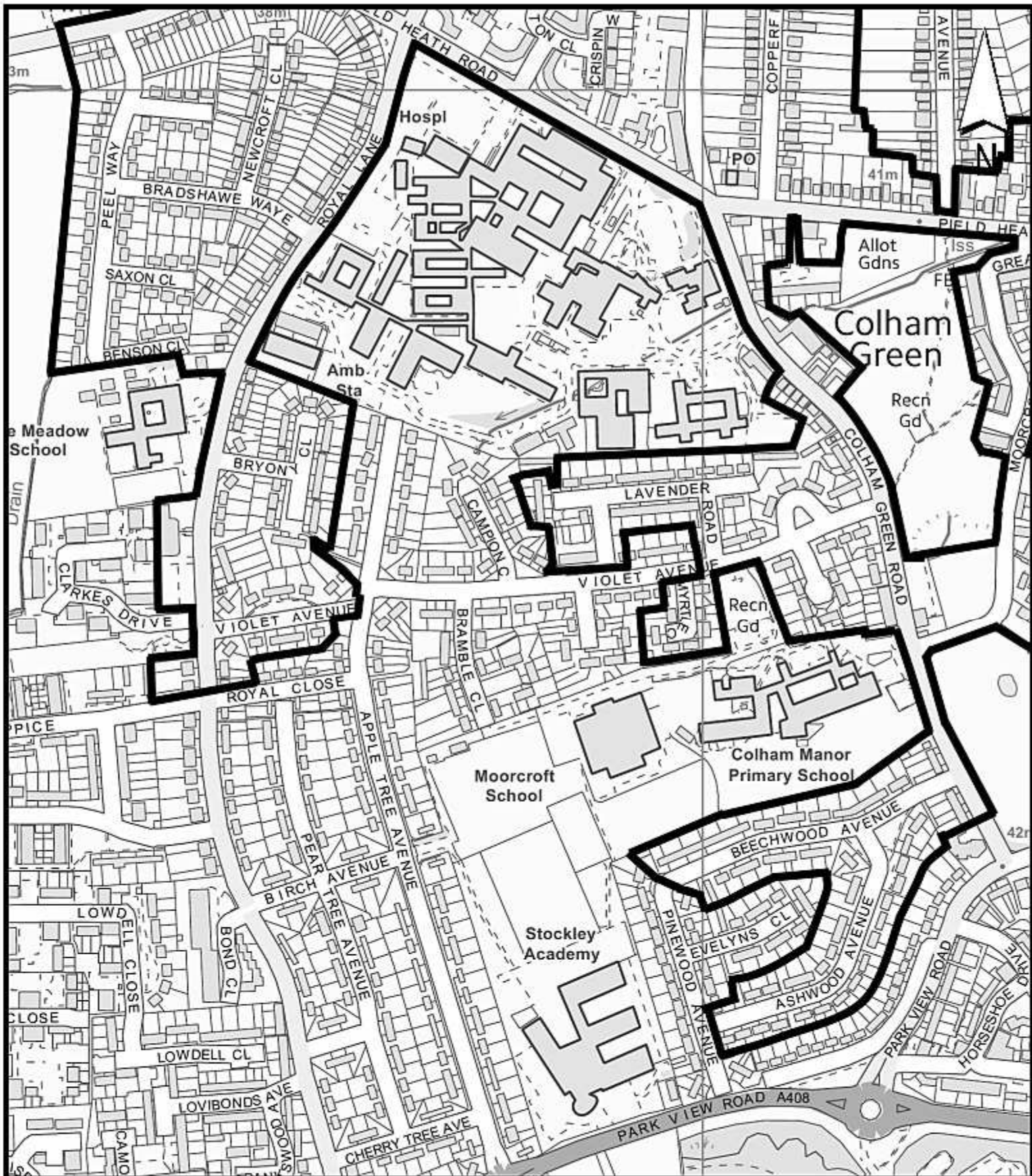
None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received.



Violet Avenue, Heather Close and Campion Close
Request for a residents' permit parking scheme

Appendix A

Date September 2017

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ST JOHNS CLOSE, UXBRIDGE - PETITION FROM RESIDENTS REQUESTING PERMIT HOLDERS' ONLY PARKING BAYS.

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	Appendix A

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition from residents of St Johns Close, Uxbridge requesting permit holders only parking bays.
Contribution to our plans and strategies	The request can be considered as part of the Council's strategy for on-street parking.
Financial Cost	There are none associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward(s) affected	Uxbridge South.

2. RECOMMENDATIONS

Meeting with the Petitioners, the Cabinet Member:

1. Discusses with petitioners their concerns with parking in St Johns Close, Uxbridge.
2. Subject to the outcome of the above, asks officers to add the request to the Council's extensive parking programme for further informal consultation.

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 20 signatures has been submitted to the Council from residents of St Johns Close, Uxbridge under the following heading;

"The residents of St Johns Close have signed this petition to have permit bays to stop in excess of 10 cars parking in this road to avoid paying for parking in Uxbridge. This has been a problem for a good few years now and the problem is getting worse.

Many thanks

Residents of St Johns Close".

2. St Johns Close is a mainly residential road just a short walk to the extensive shopping facilities and other amenities in Uxbridge Town Centre. The width of the carriageway in St Johns Close is approximately 4.8 to metres wide and is bounded on both sides by a footway measuring approximately 2 metres. As the end of St Johns Close there is Lambourne Court which a development of 28 properties.

3. As the Cabinet Member will recall, the Council has implemented sections of double yellow lines at locations on St Johns Close, following requests from local residents through the Council's Road Safety Suggestion Programme where inconsiderate parking has caused problems with access and egress.

4. As the inclusion of nearby roads to St Johns Close have benefited from the introduction of managed parking, this road is now one of the closest to Uxbridge Town Centre that remains uncontrolled, and as a result is an attractive place for non-residents to park.

5. 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 future parking scheme programme and carry out an informal consultation with the residents of St Johns Close, and possibly other nearby roads, agreed in liaison with local Ward Councillors, to establish the overall level of support for parking restrictions. The outcome of this consultation would then be reported back to Ward Councillors and the Cabinet Member to assist the Council in making a decision on how best to proceed.

Financial Implications

There are no direct financial implications associated with the recommendations to this report. If works are subsequently required and agreed, suitable funding can be identified within the existing parking programme.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendations?

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 the report and confirms there are no direct financial implications from the recommendations.

Legal

There are no special legal implications for the proposal to informally consult residents on parking restrictions. Informally consulting residents 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.

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

If the decision maker recommends officers undertake a statutory consultation, the procedures that should be followed in this case are set out in the Road Traffic Regulation Act 1984 and The Local Authorities Traffic Orders (Procedures) (England and Wales) Regulations 1996 (SI 1996/2489).

If specific advice is required, Legal Services should be instructed.

Corporate Property and Construction

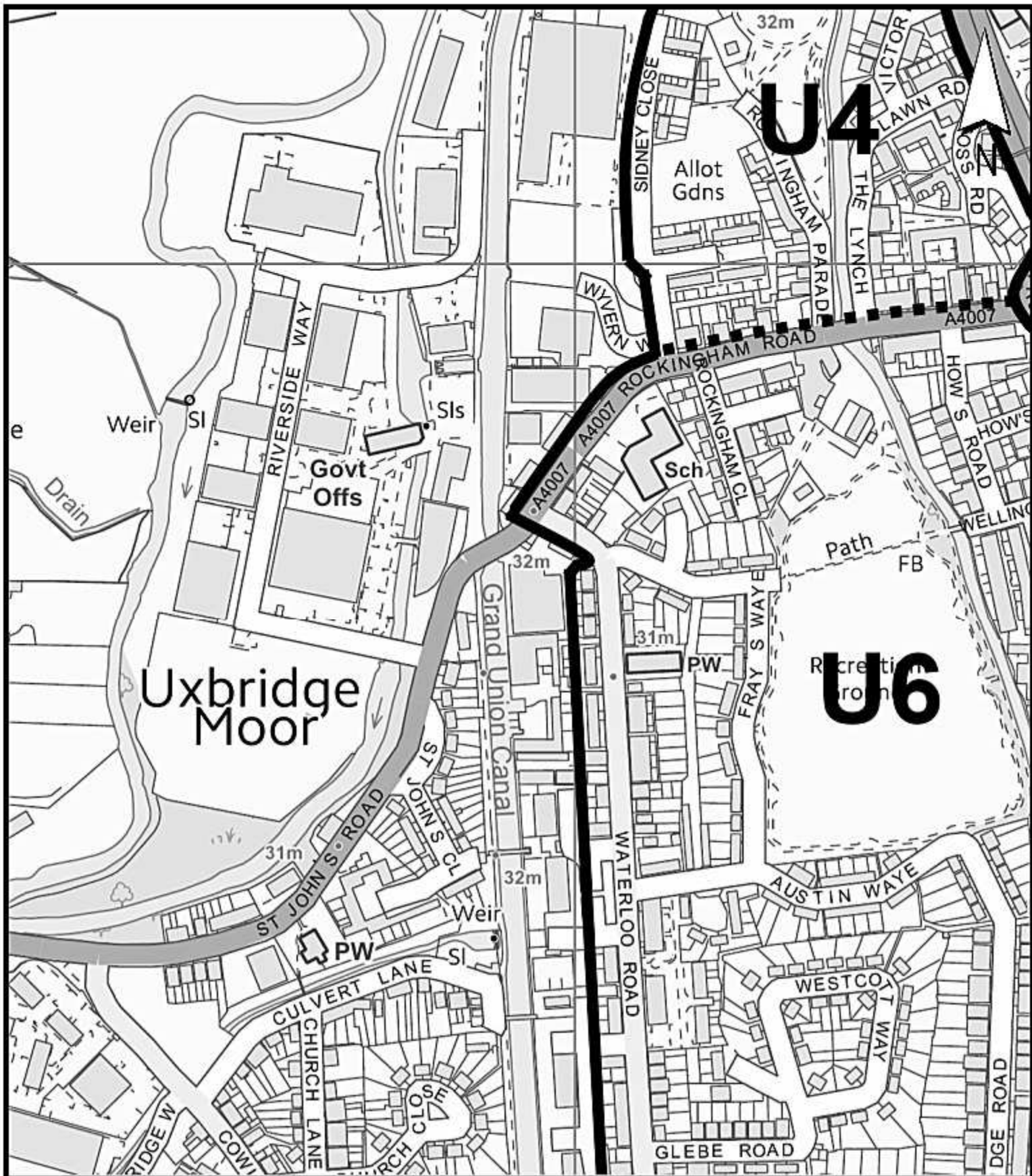
None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received.




St Johns Close, Uxbridge - Area plan

Appendix A

Date September 2017

Scale 1:4,000

 Nearby extent of the Uxbridge South Parking Management Scheme

 Internal Zone boundary

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SUSSEX ROAD, ICKENHAM - PETITION SUPPORTING THE INTRODUCTION OF A RESIDENTS' PERMIT PARKING SCHEME

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	Appendix A

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition relating to the introduction of a Parking Management Scheme in Sussex Road, Ickenham. This petition is broadly in support of the scheme and has been organised in response to a petition opposing the scheme.
Contribution to our plans and strategies	The request can be considered as part of the Council's strategy for on-street parking.
Financial Cost	There are none associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward(s) affected	Ickenham.

2. RECOMMENDATIONS

Meeting with the Petitioners, the Cabinet Member:

- 1. Discusses with petitioners their concerns relating to parking in Sussex Road, Ickenham.**
- 2. Notes the comments made by petitioners who broadly support the introduction of the Parking Management Scheme in Sussex Road, Ickenham.**
- 3. Notes that a separate petition has been submitted by residents opposed to the introduction of parking restrictions which will be considered at a future petition meeting.**

Reasons for recommendations

The petition hearing will provide a valuable opportunity to hear directly from petitioners and listen to 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. Two petitions have been received from residents of part of Sussex Road, Ickenham relating to the introduction of an extension to the Ickenham Parking Management Scheme. One petition is in support of the scheme whilst the other is broadly opposing the scheme.
2. The petition which is the subject of this report has 46 signatures and has been organised as a direct consequence of the petition opposing the introduction of the scheme. The petition has been submitted to the Council under the following heading *"We request that Sussex Road is included in the proposed extension to the Ickenham Parking Management Scheme Zone IC2 on the 9th of October or as soon as possible after this date."*
3. An extension to the Ickenham Parking Management Scheme in Austin's Lane, Sussex Road and Tavistock Road was scheduled to become operational from 9th October. In light of the petition opposing the introduction of the scheme, the Council decided to put the scheme on hold in the section of Sussex Road where the petition originated so that these residents concerns could be considered before the signs and road markings for the scheme were applied.
4. In total there are 59 properties along this section of Sussex Road and this petition has signatures from 35 different households. It would appear that 13 households have signed this petition and also the petition opposing the introduction of the scheme.
5. Clearly from the recent petitions received, parking in this part of Sussex Road continues to be a highly contentious and on-going concern. It is therefore recommended that the Cabinet Member meets and listens to petitioners both for and against a Parking Management Scheme and seeks the input and guidance of the local Ward Councillors before deciding on how officers should proceed.

Financial Implications

There are no financial implications associated with the recommendations to this report.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendations?

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 the report and note that there are no financial implications arising from the recommendation.

Legal

In considering consultation responses, section 122 of the Road Traffic Regulation Act 1984 means that the Council must balance the concerns of the objectors with the statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic.

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.

If an Order is made, the decision makers should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure) (England & Wales) Regulations 1996 (SI 1996/2489) are complied with. The Council's power to make an order creating a waiting restriction is set out in Part I of the Road Traffic Regulation Act 1984.

If further advice is required, please feel free to contact legal services.

Corporate Property and Construction

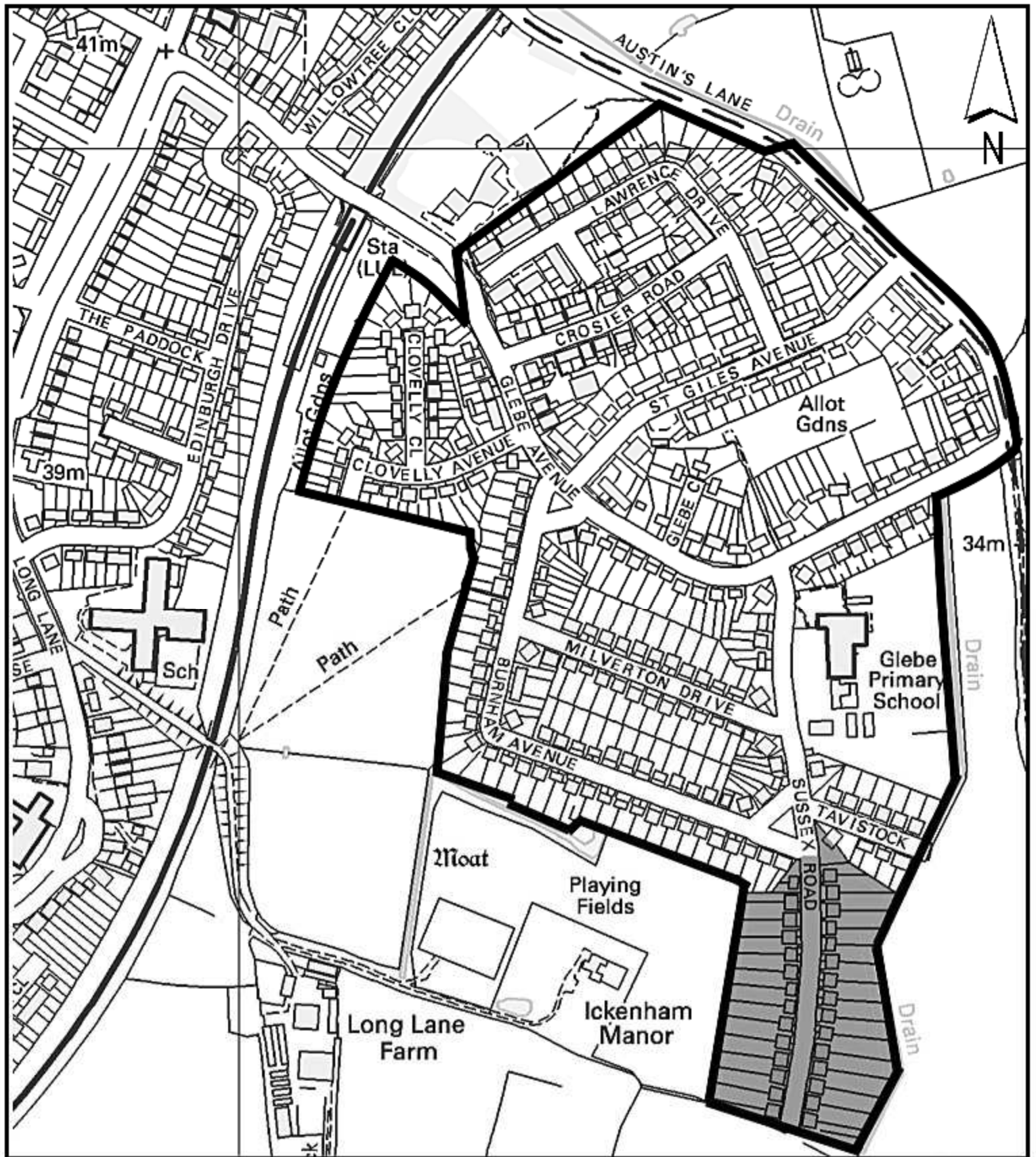
None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received - 14th September 2017




Extension to the Ickenham Parking Management Scheme Zone IC2 - Sussex Road petitions


Appendix A

Date September 2017

Scale 1:4,500



 Extent of the Ickenham Parking Management Scheme Zone IC2

 Section of Sussex Road south of the junction of Burnham Avenue