



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

Date: WEDNESDAY, 6
DECEMBER 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.

Published: Tuesday, 28 November 2017

Contact: Liz Penny
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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	7pm	Petition Requesting the Introduction of Parking Restrictions in Parkway, Hillingdon	Uxbridge North	1 - 6
5	7pm	Catlins Lane and Chamberlain Way, Pinner - Petition Requesting a 20MPH Speed Limit with no Loss of Roadway Parking	Northwood Hills	7 - 12
6	7.30pm	Petition Requesting an Extension to the Operational Times of the South Ruislip Parking Management Scheme in Rydal Way, Ruislip	South Ruislip	13 - 18
7	8pm	Petition Requesting a Review of the Parking Situation in Portman Gardens, Hillingdon	Uxbridge North	19 - 24
8	8.30pm	Petition to Improve Safety of the Crossing at the Junction of the Greenway and Cleveland Road, Uxbridge	Brunel and Uxbridge South	25 - 30

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PETITION REQUESTING THE INTRODUCTION OF PARKING RESTRICTIONS IN PARKWAY, HILLINGDON

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 requesting the introduction of parking restrictions in Parkway, Hillingdon.
Contribution to our plans and strategies	The request can be considered in relation to the Council's strategy for on-street parking controls.
Financial Cost	There are no financial implications associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward(s) affected	Uxbridge North

2. RECOMMENDATIONS

Meeting with the petitioners, the Cabinet Member:

- 1. Listens to their request for the introduction of parking restrictions in Parkway, Hillingdon.**
- 2. Subject to the outcome of the above, decides if the request for parking restrictions in Parkway, Hillingdon should be added to the Council's future parking scheme programme for further investigation and informal consultation with residents when resources permit.**

Reasons for recommendations

To allow the Cabinet Member to discuss with petitioners their concerns and, if appropriate, add their request to the parking schemes programme.

Alternative options considered / risk management

These will be discussed with petitioners.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 47 signatures has been submitted to the Council under the following heading:

"We, as residents of Parkway and Great Park Close, implore the Council to introduce parking restrictions on Parkway as:

- It is clear that Parkway simply wasn't designed for the number of vehicle movements that it is encountering;*
- Parkway is suffering severe congestion during week days;*
- We as residents are suffering the most as a result of the congestion on Parkway;*
- We are concerned that emergency vehicles will have difficulty accessing the full length of the road;*
- There is a simple and clear solution to this problem which is to stop commuter parking on Parkway;*
- We would recommend a parking permit scheme be introduced on Parkway, however we are open to discussing any other solutions that the council have in mind."*

2. The location of Parkway is indicated on the plan attached as Appendix A to this report. The road consists mostly of residential properties; the majority of which are well served with off-street parking facilities. At the southern end of the road there is a section of private road beyond which there is a public car park for Hillingdon Court Park Recreation Ground. This petition also has signatures from residents of Great Park Close which is a small private road off Parkway.

3. As the road is on the periphery of the North Hillingdon Parking Management Scheme and is close to roads with extensive waiting restrictions, it forms an attractive area for non-residents to park. The Cabinet Member will be aware that, recently, waiting restrictions were introduced nearby along Sweetcroft Lane to prevent all day commuter parking and promote road safety. As a result of these nearby restrictions, parking has probably been displaced to nearest unrestricted roads including Parkway.

4. The petitioners have helpfully indicated that their preferred option to manage the parking in Parkway is with a residents' permit holders only parking scheme but also mention that they are open to any other suggestions to help better manage the parking in their street. To fully address the issue with all day non-residential parking the residents may wish to consider either a Parking Management Scheme or a limited time waiting restriction (single yellow line) operational for a short period of the day.

5. Therefore 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 conduct informal consultation with residents to see if the majority would support either a Parking Management Scheme or limited time waiting restrictions throughout the road.

Financial Implications

There are none associated with the recommendations to this report; however, if the Council were to consider the introduction of parking restrictions in Parkway, Hillingdon, funding would need to be identified from a suitable source.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member to consider the petitioners' request and available options the Council have to address these concerns.

Consultation Carried Out or Required

If the Council subsequently investigates the feasibility to introduce parking restrictions in Parkway, consultation will be carried out with residents to establish if there is overall support.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report, noting that there are no direct financial implications associated with the recommendations set out above.

Legal

There are no specific 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

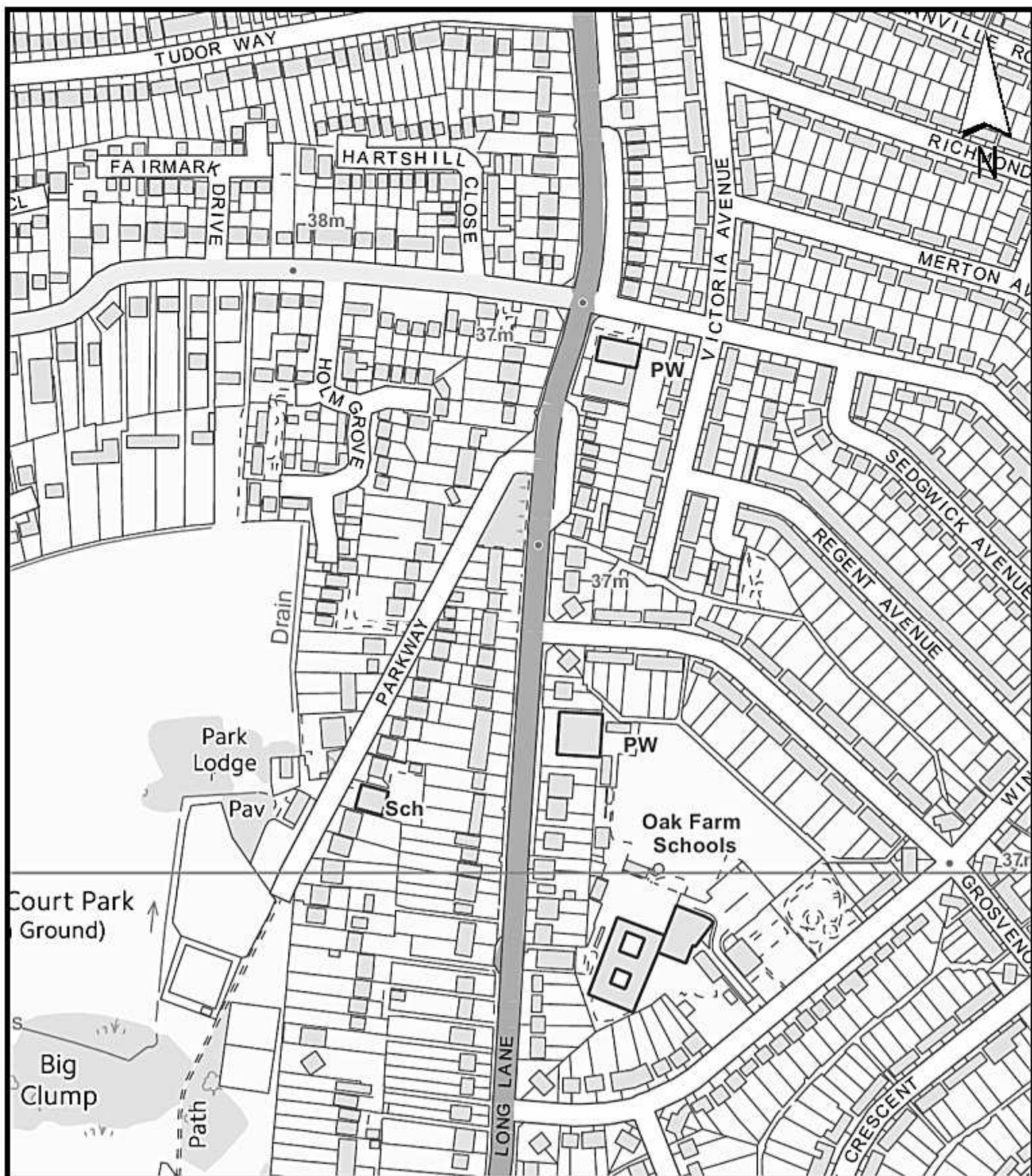
None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received - June 2017



Parkway, Hillingdon - Location plan

Appendix A

Date November 2017

Scale 1:4,000

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CATLINS LANE AND CHAMBERLAIN WAY, PINNER - PETITION REQUESTING A 20MPH SPEED LIMIT WITH NO LOSS OF ROADWAY PARKING

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition from residents of the area around Catlins Lane and Chamberlain Way, requesting a 20mph speed limit.
Contribution to our plans and strategies	The request can be considered in relation to the Council's strategy for 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	Northwood Hills

2. RECOMMENDATION

That the Cabinet Member for Planning, Transportation and Recycling:

- 1. Meets and discusses with petitioners their request for a 20mph speed limit in Catlins Lane and Chamberlain Way, Pinner;**
- 2. Notes the detailed information provided with the petition;**
- 3. Subject to the outcome of the above, asks officers to undertake traffic surveys, at locations agreed by the petitioners and local ward councillors and then report back to the Cabinet member; and**
- 4. Notes the latest available Police recorded personal injury data for Catlins Lane.**

Reasons for recommendation

The petition hearing will provide a valuable opportunity to hear directly from the petitioners of their concerns and suggestions.

Alternative options considered / risk management

None at this stage.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition of 332 signatures has been submitted to the Council from residents asking for the introduction of a 20mph speed limit, with the proviso that there is no loss of roadside parking. The joint petition is in two parts; the first part mainly focuses on Chamberlain Way, and the second part is concerned with Catlins Lane.

2. In an accompanying letter submitted with the petition, the lead petitioner states the following:

"322 Residents of Catlins Lane, Chamberlain Way and roads leading off, present the attached petitions and supporting documents to the London Borough of Hillingdon for the immediate implementation of a 20 MPH speed limit in Catlins Lane and Chamberlain Way. With no loss of roadside parking.

The Petitions are supported with the signatures of well over 300 residents who, without exception, expressed deep concern and in some cases anger, that the current highly dangerous traffic situation brought about by the traffic calming measures and 20 MPH speed limit in Cuckoo Hill has been allowed to develop. Which if not quickly addressed will result in further accidents, damage to vehicles, injuries and fatalities.

The need for urgent action has already been established in the Speed Survey of 2016. Thus, there is no need for a further survey, which will only cost residents more money, use up valuable Council resources and delay action which could lead to the serious outcome everyone fears.

The 322 Resident Signatories to the Petitions request the London Borough of Hillingdon give urgent consideration to these Petitions and the supporting justifications and act with due haste to remedy this dangerous situation."

3. In addition to the petition, the lead petitioner has helpfully submitted considerable supporting evidence which the Cabinet Member has had an opportunity to read, but is too detailed to be included in its entirety to this report.
4. Chamberlain Way is a mainly residential road, that is a mixture of detached properties and modern town houses that benefit from off-street parking, in addition to blocks of maisonettes with little or no off-street parking facilities. Clovelly Close, Baycroft Close and Raising Hill are again mostly residential roads that are all accessed from Chamberlain Way. A plan of the area is attached as Appendix A.

5. In a covering letter attached to this aspect of the petition titled *"Overview of Vehicular Traffic using Chamberlain Way: Petition produced with the co-operation of 154 of these residents for a 20mph speed limit with no loss of parking in Chamberlain Way"*, the lead petitioner suggests that the main vehicular traffic generated in Chamberlain Way is associated with residents, driving school vehicles, Harlyn School parents, residential and delivery traffic passing between Tolcarne Drive, Harlyn Drive, Raisins Hill, Baycroft Close and Clovelly Close. They go on to say *"In addition to the traffic described above, a substantial amount of traffic, particularly commercial vehicles are using Chamberlain Way and Catlins Lane as a "Rat Run" avoiding the traffic calming "humps" and 20 MPH speed restriction in Cuckoo Hill and Eastcote High Road.*

A number of counts taken recently have shown that up to three out of four vehicles using Chamberlain Way are using this route in preference to Cuckoo Hill. This is hardly surprising given that the distances using either route are identical; one has nine humps and 20 MPH restriction the other has a 30 MPH limit and no restrictions."

6. In summary, the lead petitioner states *"In presenting this petition, the 154 signatories urge the Council to implement 20 MPH speed limit in Chamberlain Way, and traffic calming "Humps" the same as are in Tolcarne Drive which cause no loss of parking space, to make Chamberlain Way and side roads, safer, quieter places to live".*
7. The second part of the petition mainly refers to Catlins Lane. Again the lead petitioner helpfully provides detailed information to support the petition and says *"Over the past few years, residents of Catlins Lane and its side roads have observed and been affected by increasing numbers of speeding vehicles. Several accidents have occurred that we know about and there will be others that we don't know about. Thankfully, as far as we know, although damage has occurred to vehicles, nobody has yet been seriously hurt. We are concerned that one day someone will be either killed or seriously injured."*
8. Analysis of the latest Police recorded personal injury data, for the three year period ending December 2016, has indicated that there have been no recorded incidents on Catlins Lane itself. However, this collision data does not include damage only crashes where quite often these are resolved by the affected parties through their motor insurance.
9. Also included with the main petition, the lead petitioner mentions several other factors which they believe should be taken into consideration by the Council. These include the rural character of the road, the horizontal and vertical deflection of the road, rat running, a list of collisions, Hillingdon's previous speed and traffic surveys, surveys undertaken by a resident of Catlins Lane, pedestrian safety, learner drivers, Harlyn School, additional comments made by residents, mobility scooters, police involvement and noise.
10. The petition goes on to suggest the solution as *"The 20mph speed limit, with road humps, in Cuckoo Hill is very effective at reducing speeds, which previously were excessive. We believe that a 20mph speed limit plus physical traffic calming measures in Catlins Lane and Chamberlain Way would be effective at reducing speeds and preventing a serious accident here that we believe to be inevitable in the current situation.*

We draw attention to the condition in the petition what there should be no loss of parking or any road restrictions"

PART I - MEMBERS, PUBLIC AND PRESS

11. In the petition, reference is made to a previous traffic and speed survey undertaken in Catlins Lane in June 2016, and that further surveys would be *"a total waste of Council resources and ratepayer money. In addition adding a lengthy delay to the implementation of these proposals."* The Cabinet Member may be of the view that this statement is counter-intuitive as it is the evidence provided by the impartial and independent 24/7 traffic surveys that underpin the case for any scheme which may be competing with other sites where residents, living nearby are seeking road safety improvements.
12. Attached below is the table showing the results of the survey undertaken at three locations in Catlins Lane showing the 85th percentile was between 31mph and 35 mph.

Location	85% MPH	Total vehicle	25-30 mph	30-35 mph	35 -40 mph	40 - 45 mph	45 - 50 mph	50 - 55 mph	55 - 60 mph	60 -100 mph
LC4 - OS No 94 - Northbound	31	7,856	2,566	1,197	335	75	15	4	2	0
LC4 - OS No 94 - Southbound	31	7,827	2,430	1,241	270	31	7	3	0	0
LC 8 South of Wrenwood Way - Northbound	34	7,741	3,039	1,953	624	148	26	13	1	1
LC 8 South of Wrenwood Way - Southbound	35	7,638	2,548	2,113	895	243	70	10	3	3
LC 15 North of Rushmoor Close - Northbound	30	8,021	2,951	890	118	15	4	0	0	0
LC 15 North of Rushmoor Close - Southbound	30	7,961	2,997	1,165	221	32	4	0	0	0

13. As the Cabinet Member will be aware, the 85th percentile is the speed at or below 85% of all vehicles are observed to travel. This is a nationally recognised method of assessing traffic speeds as it effectively refers to the majority of traffic movements.
14. These surveys were undertaken by an independent specialist third-party company, the results therefore being not only accurate and comprehensive but totally impartial. The survey data was captured using Automatic Traffic Counters (ATCs) which, as the Cabinet Member will know, are pairs of rubber tubes laid across the carriageway and attached to a road-side data recorder. These types of surveys are the most reliable means of measuring traffic volumes, types and speeds over a 24-hour, seven day a week basis so any particular patters during different times of the day or week.
15. Although some surveys have been undertaken in Catlins Lane, the Cabinet Member may be minded to commission further surveys in the area. This would help to determine whether speeding is an issue on Chamberlain Way and also could support the suggestion made by residents that Chamberlain Way and Catlins Lane are being used as a "rat-run" to avoid the traffic calming measures on Cuckoo Hill.

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 will be funded through the

Parking Revenue Account. If works are subsequently required, suitable funding will be identified within the Road Safety programme.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member an opportunity to discuss in detail with petitioners their concerns.

Consultation Carried Out or Required

None at this stage.

5. CORPORATE IMPLICATIONS

Corporate Finance

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

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

There are no property implications resulting from the recommendations set out in this report.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received.

PETITION REQUESTING AN EXTENSION TO THE OPERATIONAL TIMES OF THE SOUTH RUISLIP PARKING MANAGEMENT SCHEME IN RYDAL WAY, RUISLIP

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 a petition has been received from the residents of Rydal Way, Ruislip, asking for the operational times of the South Ruislip Parking Management Scheme in this road to be extended.
Contribution to our plans and strategies	The request can be considered in relation to the Council's strategy for on-street parking controls.
Financial Cost	There are no financial implications associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward(s) affected	South Ruislip

2. RECOMMENDATIONS

Meeting with the petitioners, the Cabinet Member:

- 1. Listens to their request for the operational times of the South Ruislip Parking Management Scheme to be extended in Rydal Way, Ruislip.**
- 2. Subject to the outcome of the above, decides if the request for an extension to operational times of the parking scheme in Rydal Way, Ruislip should be added to the Council's future parking scheme programme for informal consultation with residents.**

Reasons for recommendations

To allow the Cabinet Member to discuss with petitioners their concerns and, if appropriate, add their request to the parking schemes programme.

Alternative options considered / risk management

These will be discussed with petitioners.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 47 signatures has been received from residents of Rydal Way, Ruislip, under the following heading:

"We residents of Rydal Way, South Ruislip would like to petition by objecting to the increasing amount of large vans, trucks, lorries and mini-buses that are now parking in Rydal Way after 5pm on each working day and all weekend. They park after the finish time of our SR Zone PMS (Parking Management Scheme) which operates daily from '9am to 5pm- Monday to Friday' inclusive. Some of the owners of these vans, trucks, lorries, and mini-buses do not reside or live in Rydal Way. Many of these vans, trucks, lorries, and mini-buses park in the road outside our residential homes and residents complain that these vehicles block their views and stop normal residents cars from parking there. They also park outside our homes all weekend from Friday evening through to Monday morning. Not a nice view at all!

Rydal Way is a residential cul-de-sac and not a through road, and because of that we are fortunate to have a lovely centrally grassed island with its many trees. This is a nice ambience view for the many residents who overlook it. So please help us keep our Rydal Way free for residential cars only.

Desired outcome: Therefore we petition to extend the SR Zone PMS for Rydal Way, South Ruislip to operate daily from '9am to 9pm - Monday to Sunday' inclusive."

2. A plan showing Rydal Way and the surrounding area is attached as Appendix A to this report. Rydal Way is a residential cul-de-sac situated between the The Fairway and Victoria Road with through access between the two roads only possible via a private access road through garages. Currently Rydal Way benefits from being part of the South Ruislip Parking Management Scheme, which operates 'Monday to Friday 9am to 5pm'. The petition indicates that residents are finding it increasingly difficult to find a parking space when the parking scheme is not in operation due to commercial vehicles being regularly left in the road overnight and throughout the weekend.

3. Petitioners are effectively requesting that the times of the existing parking scheme be extended to prevent non-residential parking. The Cabinet Member will be aware of similar requests in recent years from other roads in Hillingdon, usually related to roads close to town centres. The Council has extended the operational times of other parking schemes to '9am to 10pm everyday' which has proven successful in preventing non-residential parking. This approach could therefore be considered as a possible option for the residents of Rydal Way.

4. 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 conduct informal consultation to extend the operational times of the South Ruislip Parking Management Scheme in Rydal Way. The results of the consultation can then be reported back to the Cabinet Member and local Ward Councillors for further consideration.

Financial Implications

There are no direct financial implications associated with the recommendations to this report; however, if the Council were to consider extending the operational times of the South Ruislip Parking Management Scheme in Rydal Way, funding would need to be identified from a suitable source.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member to consider the petitioners' request and available options the Council have to address these concerns.

Consultation Carried Out or Required

If the Council subsequently decides to extend the operational times of the South Ruislip Parking Management Scheme in Rydal Way, consultation will be carried out with residents to establish if there is overall support.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report, noting that there are no direct financial implications associated with the recommendations set out above.

Legal

There are no specific 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

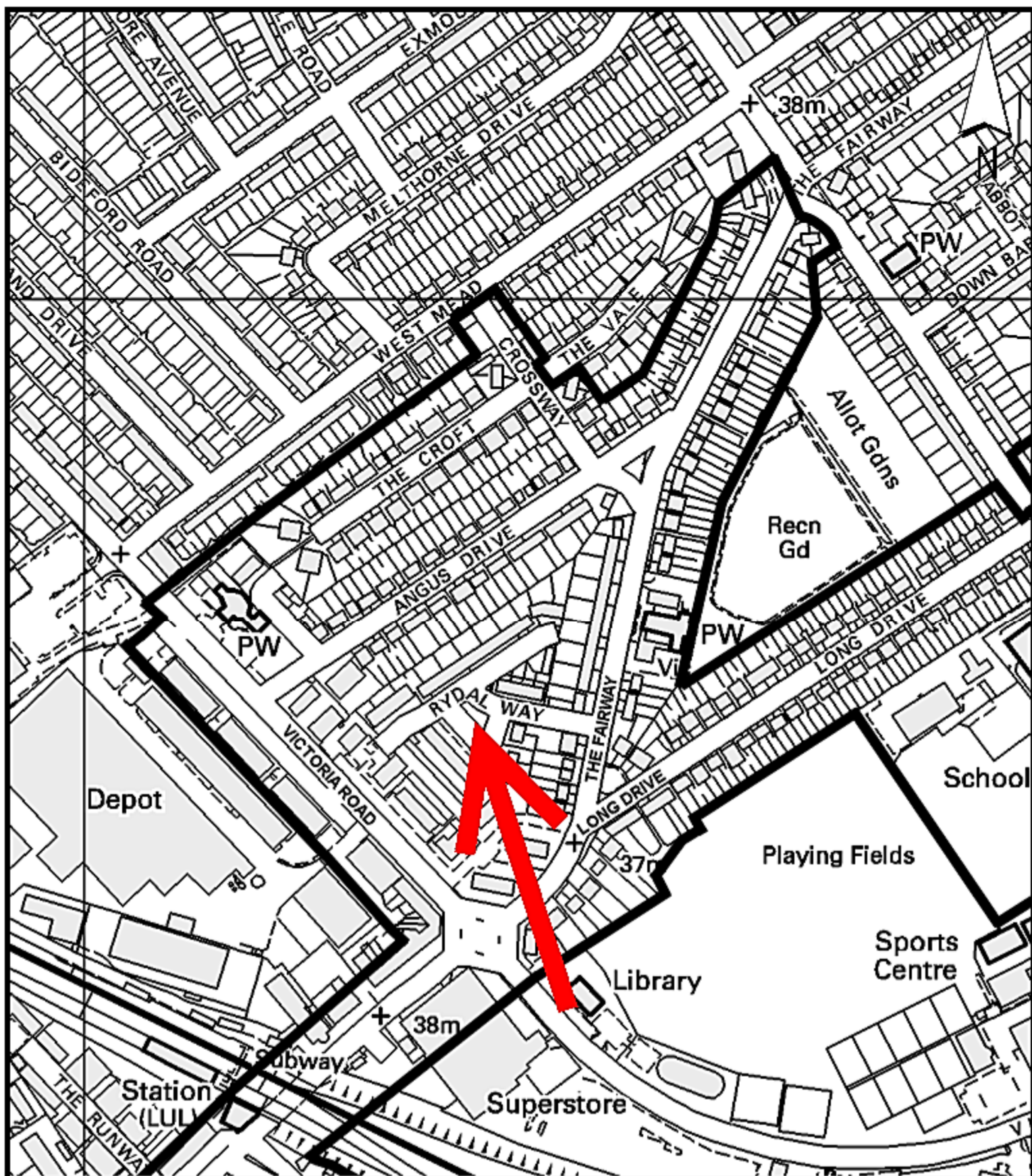
None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received July 2017



Rydal Way, Ruslip - Area plan

Appendix A

Date November 2017

Scale 1:4,000



Extent of the South Ruislip
Parking Management Scheme Zone SR

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PETITION REQUESTING A REVIEW OF THE PARKING SITUATION IN PORTMAN GARDENS, HILLINGDON

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 requesting a review of the parking arrangements in Portman Gardens, Hillingdon.
Contribution to our plans and strategies	The request can be considered in relation to the Council's strategy for on-street parking controls.
Financial Cost	There are no financial implications associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward(s) affected	Uxbridge North

2. RECOMMENDATIONS

Meeting with the petitioners, the Cabinet Member:

- 1. Listens to their request for a review of current parking arrangements in Portman Gardens, Hillingdon.**
- 2. Subject to the outcome of the above, decides if the request for a review of the parking in Portman Gardens, Hillingdon should be added to the Council's future parking scheme programme for further investigation and informal consultation with residents when resources permit.**

Reasons for recommendations

To allow the Cabinet Member to discuss with petitioners their concerns and if appropriate add their request to the parking schemes programme.

Alternative options considered / risk management

These will be discussed with petitioners.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 23 signatures has been submitted to the Council under the following heading

"On behalf of our households we the undersigned request that the Council review the current parking arrangements within Portman Gardens. This is especially the case in view of the parking changes proposed for Sweetcroft Lane which if implemented may impact on our street.

The results of any review and proposals for the future should be the subject of further consultation with all the residents. "

2. Portman Gardens is a residential cul-de-sac with vehicular access only from Blossom Way. There is pedestrian access via a footpath to Hillingdon Court Park Recreation Ground halfway along the road and most properties appear to benefit from some form of off-street parking facilities. The location of Portman Gardens is indicated on the plan attached as Appendix A to this report.

3. The majority of roads in the surrounding area already benefit from waiting restrictions to prevent commuter parking. As mentioned by petitioners, the Council is in the process of implementing waiting restrictions nearby in Sweetcroft Lane and, as a result, parking could be displaced into the nearest unrestricted streets which includes Portman Gardens.

4. The petitioners have not specified the form of parking restrictions they would prefer for their road. However, to fully address the issue with all day non-residential parking the residents may wish to consider either a Parking Management Scheme or a limited time waiting restriction (single yellow line) operational for a short period of the day.

5. Therefore 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 conduct informal consultation with residents to see if the majority would support either a Parking Management Scheme or limited time waiting restrictions throughout Portman Gardens to prevent all day non-residential parking.

Financial Implications

There are none associated with the recommendations to this report; however, if the Council were to consider the introduction of parking restrictions in Portman Gardens, Hillingdon, funding would need to be identified from a suitable source.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member to consider the petitioners' request and available options the Council have to address these concerns.

Consultation Carried Out or Required

If the Council subsequently investigates the feasibility to introduce parking restrictions in Portman Gardens, consultation will be carried out with residents to establish if there is overall support.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report, noting that there are no direct financial implications associated with the recommendations set out above.

Legal

There are no specific 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

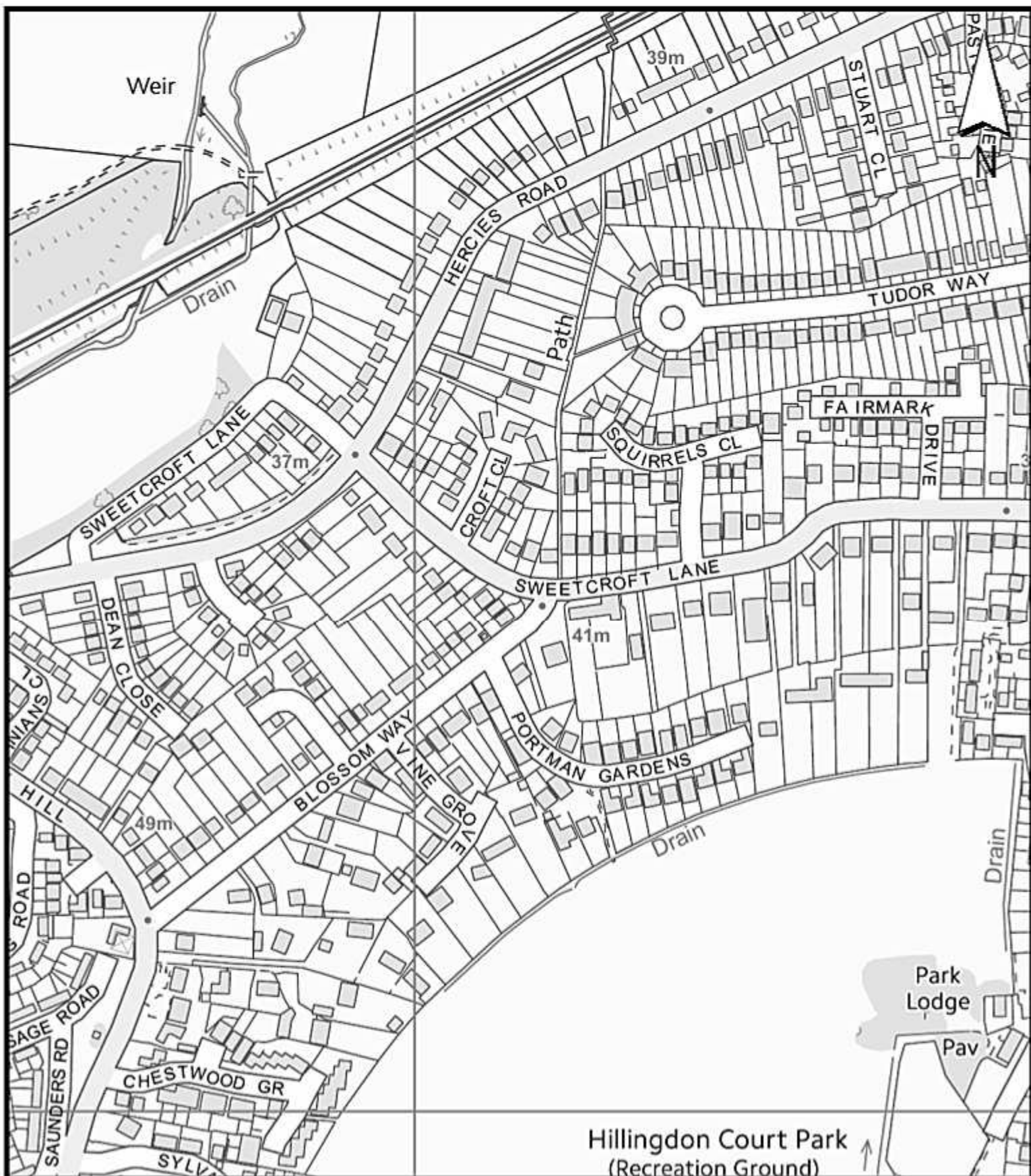
None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received - August 2017



Portman Gardens, Hillingdon Location plan

Appendix A

Date November 2017

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PETITION TO IMPROVE SAFETY OF THE CROSSING AT THE JUNCTION OF THE GREENWAY AND CLEVELAND ROAD, UXBRIDGE

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation and Recycling
Officer Contact(s)	Sophie Wilmot, Transport and Projects
Papers with report	Appendix A

HEADLINES

Summary	To advise the Cabinet Member that a petition has been received from residents requesting that the Council considers safety improvements for pedestrians and cyclists crossing The Greenway, Uxbridge at its junction with Cleveland Road.
Putting our Residents First	The petition will be considered within the context of the Council's Sustainable Community Strategy and Local Implementation Plan including the transport strategy and road safety strategy.
Financial Cost	There are no financial costs to the recommendations set out in this report. The Cabinet Member for Planning, Transportation and Recycling has instructed officers to engage the Council's term contractor, 'Project Centre', to undertake a study of The Greenway. A cost for the study has been agreed and will be fully funded from the Transport for London, Local Implementation Plan funding for 2017/18. If works are subsequently required and agreed, suitable funding will need to be identified within the various funding programmes.
Relevant Policy Overview Committee	None at this stage.
Relevant Ward(s)	Uxbridge South and Brunel

RECOMMENDATIONS

That the Cabinet Member:

- 1. Meets with and listens to the petitioners' concerns regarding the safety of crossing The Greenway and Cleveland Road for pedestrians and cyclists.**

PART I - MEMBERS, PUBLIC AND PRESS

2. Notes the previous petition heard in May 2017.

3. Considers the present request in conjunction with other recent petitions and individual requests associated with The Greenway.

4. Notes the results of recent traffic surveys undertaken in the area.

5. Subject to the above, asks officers to use the petitioners' testimony to inform the ongoing study on the wider issues raised along The Greenway and report back to him.

Reasons for recommendations

To give the Cabinet Member the opportunity to discuss in detail the petitioners' concerns. To investigate in further detail the request by petitioners.

Alternative options considered / risk management

Options will be discussed with petitioners.

Policy Overview Committee comments

None at this stage.

SUPPORTING INFORMATION

1. An e-petition with 24 signatures has been submitted to the Council under the following heading:

'We the undersigned petition Hillingdon Council to improve the junction of Cleveland Road/The Greenway. This junction is a key crossing point for many users as it is nearby Brunel University London and Uxbridge High School.

We strongly recommend the Council review the design of this junction and prioritise it for walkers and cyclists. The junction sits on the main walking and cycling route from Uxbridge Centre to the Brunel Campus and is currently very difficult to navigate especially during peak times. There is the school nearby therefore many young people use the crossing. Another issue is the cycle path along Whitehall Road, which is useful if you are taking a left into The Greenway, is very confusing if going straight over into Cleveland Road. Additionally the turning into Cleveland Road from The Greenway encourages cars to speed. One option could be the addition of a Tiger Crossing (a zebra crossing for bicycles) with a reconfiguration of the cycle lane.

We advocate for a new design of this junction to improve conditions for walkers and cyclists in order make The Greenway a Healthy Street as advocated by Transport for London <https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/healthy-streets>.

Of the 24 signatures on the petitions only 15 are considered valid as part of our democratic process. However, Cllr Judith Cooper, as a relevant local Ward Member, has requested that this be considered formally. This was agreed by the Cabinet Member.

2. The Greenway is predominately a residential road that connects Cowley Road in the west to Hillingdon Road in the east which are both major north to south routes in Hillingdon. Cleveland Road is a long straight road with some residential properties fronting it; the main land use along Cleveland Road is the main campus and residential halls associated with Brunel University. Whitehall Road is also a predominately residential road, with a rear access to Whitehall Infants and Junior School. Whitehall Road is a no through road for vehicles but permits access to the town centre for pedestrians and cyclists.

3. The junction of The Greenway/Cleveland Road/Whitehall Road, is a four arm crossroad priority junction where all movements are permitted. There is a zebra crossing on the western arm of the junction. The collision data has been reviewed and shows that for the most recent 36 month period available, until 31st October 2016 a total of three incidents have occurred at this junction. All crashes have resulted in slight injuries, with two being vehicle only collisions. One incident involved a pedestrian being struck by a vehicle when crossing the road, away from the zebra crossing, which is provided.

4. Council officers have been working with Brunel University, who for the past year have had a 'Cycle Champion', funded by Westrans (partnership of six west London Boroughs working with Transport for London). The 'Cycle Champion' worked on a number of cycle related schemes including Dr Bike sessions (provide by LBH Cycle Instructors) and cycle parking and routes within the campus. In addition, with support from Council officers, the 'Cycle Champion' and Westrans commissioned (and funded) consultants to consider proposals for the junction of The Greenway with Cleveland Road, in particular the provision of Tiger crossings on the eastern side of the junction.

5. A Tiger crossing is an experimental concept which combines a pedestrian zebra crossing with a separate section for people on bikes to cross safely, alongside. Any consideration of such a crossing in Hillingdon would need further investigation and be subject to safety audits. The initial design suggestions have been received by the Council; these will be reviewed and considered as part of the larger study being outlined in this report.

Previous petition along The Greenway

6. In May 2017, the Cabinet Member for Planning, Transportation and Recycling will recall hearing a petition with a total of 56 signatures in regard to the following on the western section of The Greenway between Cowley Road and Cleveland Road:

'I am writing to submit our petition for the Council to consider traffic calming measures for The Greenway, Uxbridge. Residents have raised safety and quality of life concerns with regards to the density, speed of traffic and the huge increase of HGV use'

7. Following the hearing of the above petition, Cllr Burrows instructed officers to carry out 24/7 speed and classification surveys over the course of a week, along this section of The Greenway to understand the extent of the issues being raised by residents.

Survey Results

8. The surveys were completed in July 2017, at three locations along the western section of The Greenway:

- West of Cleveland Road
- East of Elthorne Avenue
- West of King's Road

9. In terms of HGV movements, the results showed that in an eastbound direction there is not a significant number of HGVs over the course of a week. However, in a westbound direction there is a significantly higher number of HGV movements; the reason for this would require further investigation, which will be carried out by officers.

10. The survey results show that the 85th percentile speed is an average of 30mph which is not in excess of the 30mph speed limit on this section of The Greenway but does indicate that many vehicles are travelling well above the 20mph desired by local residents and travelling at a high speed given there is a large amount of on street parking.

Going forward

11. Based on the previous petition received, the Council's ongoing work with Brunel University and the survey results, Cllr Burrows as Cabinet Member for Planning, Transportation and Recycling has already instructed officers to undertake the following:

Commissioning of the Council's Term Contractor 'Project Centre' to undertake a study of The Greenway considering the following, as a minimum:

- The operation and safety at the three key junctions:
 - Cowley Road / The Greenway;
 - The Greenway / Cleveland Road / Whitehall Road;
 - The Greenway / Hillingdon Road / Churchill Road.
- Potential for reducing the traffic speed to 20mph on the western section of The Greenway.
- Incorporation of the proposals for the school road safety scheme on Whitehall Road.

12. Council officers have very recently engaged Project Centre to take this forward. The outcome of the study will initially be reported back and discussed with Cllr Burrows, as Cabinet Member for Planning, Transportation and Recycling.

Financial Implications

There are no financial costs to the recommendations set out in this report. The Cabinet Member for Planning, Transportation and Recycling has previously instructed Officers to engage the Council's term contractor, 'Project Centre', to undertake a study of The Greenway, a cost has been agreed and will be funded in full from the Transport for London, Local Implementation Plan funding for 2017/18. Funds have been released by the Leader of the Council via the Capital Release process. If works are subsequently required and agreed, suitable funding will need to be identified within the various funding programmes

RESIDENT BENEFIT & CONSULTATION

The benefit or impact upon residents, service users and communities

To allow the Cabinet Member an opportunity to discuss in detail with petitions their concerns and the programme the Council has in mind to consider these concerns in more detail.

Consultation carried out or required

None at this stage.

CORPORATE CONSIDERATIONS

Corporate Finance

Corporate Finance has reviewed the report and confirms the budgetary position as set out in the Financial Implications above.

Legal

The Borough Solicitor confirms that there are no specific legal implications arising from this report.

Infrastructure / Asset Management

There are no Infrastructure/Asset Management implications arising from the recommendations in this report.

BACKGROUND PAPERS

Petition received.

Junction of The Greenway and Cleveland Road, Uxbridge

