



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

Date: WEDNESDAY, 20
SEPTEMBER 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, 12 September 2017

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

Putting our residents first

Lloyd White
Head of Democratic Services
London Borough of Hillingdon,
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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	Brookside Road / Dorchester Way, Hayes - Petition Requesting 'At Any Time' Waiting Restrictions	Yeading	1 - 6
5	7pm	Langworth Drive, Hayes - Petition From Residents Asking For A Residents' Permit Parking Scheme	Barnhill	7 - 12
6	8pm	Petition Requesting To Introduce A Weight Limit And Automatic Number Plate Registration In Dawley Road	Pinkwell	13 - 18
7	8pm	Petition Requesting To Convert Zebra Into Signalled Crossing In Church Road By Church Green, Hayes	Townfield	19 - 24

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Agenda Item 4

BROOKSIDE ROAD / DORCHESTER WAYE, HAYES - PETITION REQUESTING 'AT ANY TIME' WAITING RESTRICTIONS

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	Steve Austin, 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 requesting 'At Any Time' waiting restrictions on the junction of Brookside Road with Dorchester Waye, Hayes.
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	There are none associated with the recommendation to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services
Ward(s) affected	Yeading

2. RECOMMENDATIONS

Meeting with the petitioners, the Cabinet Member:

1. discusses with petitioners their concerns with parking on the junction of Brookside Road with Dorchester Waye;
2. notes that a request for 'At Any Time' waiting restrictions on the junction of Brookside Road with Dorchester Waye was previously investigated in 2016; and
3. subject to the outcome of the above, decides if officers should undertake an informal consultation on possible waiting restrictions on the junction of Brookside Road with Dorchester Waye, Hayes.

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.

4. INFORMATION

Supporting Information

1. A petition with 25 signatures has been submitted to the Council from residents of the area, requesting double yellow lines on the corner of Brookside Road where it turns into Dorchester Way. In a covering email submitted with the petition, the lead petitioner states:

"I have attached a completed petition form requesting the Council to have yellow lines drawn on the corner of Brookside Road turning into Dorchester Way. The majority of people who have signed this petition live on Dorchester Way, as it affects them the most, I have listed a number of reasons for the petition but it mainly focuses on the safety of motorists and pedestrians.

- *The corner of Brookside Road and Dorchester Way is a big hazard as when motorists turn into Dorchester Way from Brookside Road they are blindsided as there's a bend and having vehicles parked on the corner makes it more harder for them to see the road ahead.*
- *A number of vans are parked on the corner of the road, even on the white lines which are the markings to illustrate where the two roads meet.*
- *Most pedestrians when crossing the road would cross from the end of the road. Parked vehicles force pedestrians to go into the road to see approaching vehicles.*
- *Though I live at 15 Brookside Road, I'm actually located on the other side of the white lines which falls into Dorchester Way, so I'm right at the corner of these two roads and when I'm pulling out I cannot see any vehicles turning in from Brookside Road and last year I have had two minor accidents hopefully no one was hurt, but its only a matter of time and if no action is taken by the Council, this application acts as proof that a request was made but the Council ignore the welfare and safety of the Hillingdon borough residents even though they quote they put the residents first."*

The petitioner also states: *"If this petition is not agreed to, my next step would be to make a formal complaint and escalate this matter to the Local Government Ombudsman as I would like this matter to be looked at from an independent point of view which I believe the Hillingdon Council do not consider as they prefer to ignore matters even if it affects the welfare and after of residents as they're just reluctant to do any more work than they are required do so".*

2. Brookside Road is a residential road within Yeading Ward. Brookside Road is the principal access road in and out of the estate which comprises nine roads in total. There is one other access to the area via a slip road off the Uxbridge Road, but does not carry the same volume of traffic as vehicles are not able to turn right across the Uxbridge Road, which is a

dual carriageway. At the end of Brookside Road, there is a community centre. A plan of the area is shown on Appendix A.

3. The Council received a request in 2016 from the lead petitioner requesting 'At Any Time waiting restrictions on the south side of the junction of Brookside Road with Dorchester Way to remove parked vehicles which he suggested were restricting their visibility when exiting their driveway. An investigation took place and site observations showed this property has another dropped kerb at the back of the property further down in Dorchester Way. Vehicles were parking on the south side of the junction either side of the dropped kerb at the front of the property. However, these vehicles were not restricting access in or out of Dorchester Way, as the junction splay is 44 metres wide. At the time there was not sufficient evidence to justify installing double yellow lines on the south side of the junction.
4. Many of the properties on Brookside Road, at its junction with Dorchester Way, do not have access to park within the property frontage as they are set back behind a semi-circular area of grass at the junction. The local community and residents have strongly objected to waiting restrictions in this area previously through a petition considered by the Cabinet Member. The local Ward Councillors also have not supported waiting restrictions in this area previously.
5. Prior to the receipt of the petition, the Council received through the Road Safety Programme a request from the lead petitioner asking the Council to reconsider his previous request for double yellow lines on this junction to improve safety when exiting their driveway. An investigation was undertaken and a site visit took place. The Cabinet Member and the local Ward Councillors were subsequently consulted and the initial response from Councillors indicated that the directly affected residents still do not support waiting restrictions in this area. Officers have also checked the most recently available police reported personal injury data at this junction, which shows that there have been no incidents in the last three years ending 31 October 2016. The investigation has been placed on hold to allow for the petition to be considered.
6. It is, therefore, recommended that the Cabinet Member discusses with petitioners their concerns and, subject to the outcome of this, decides if officers should undertake an informal consultation with the directly affected residents into possible waiting restrictions on the junction of Brookside Road and Dorchester Way, Hayes.

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 with petitioners their concerns in detail.

Consultation Carried Out or Required

None at this stage.

5. CORPORATE IMPLICATIONS

Strategic Finance

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

Legal

The Council has to consider its statutory duty under section 122 of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic. The statutory duty must be balanced with the concerns raised by any petitioners or objectors.

In considering the petition received, the Council must ensure that there is a full consideration of all representations arising, including those which do not accord with the officer's recommendation. The Council must be satisfied that the petition and any objections from the public have been taken into account.

The Council's power to make an order creating a waiting restriction is set out in Part I of the Road Traffic Act 1984.

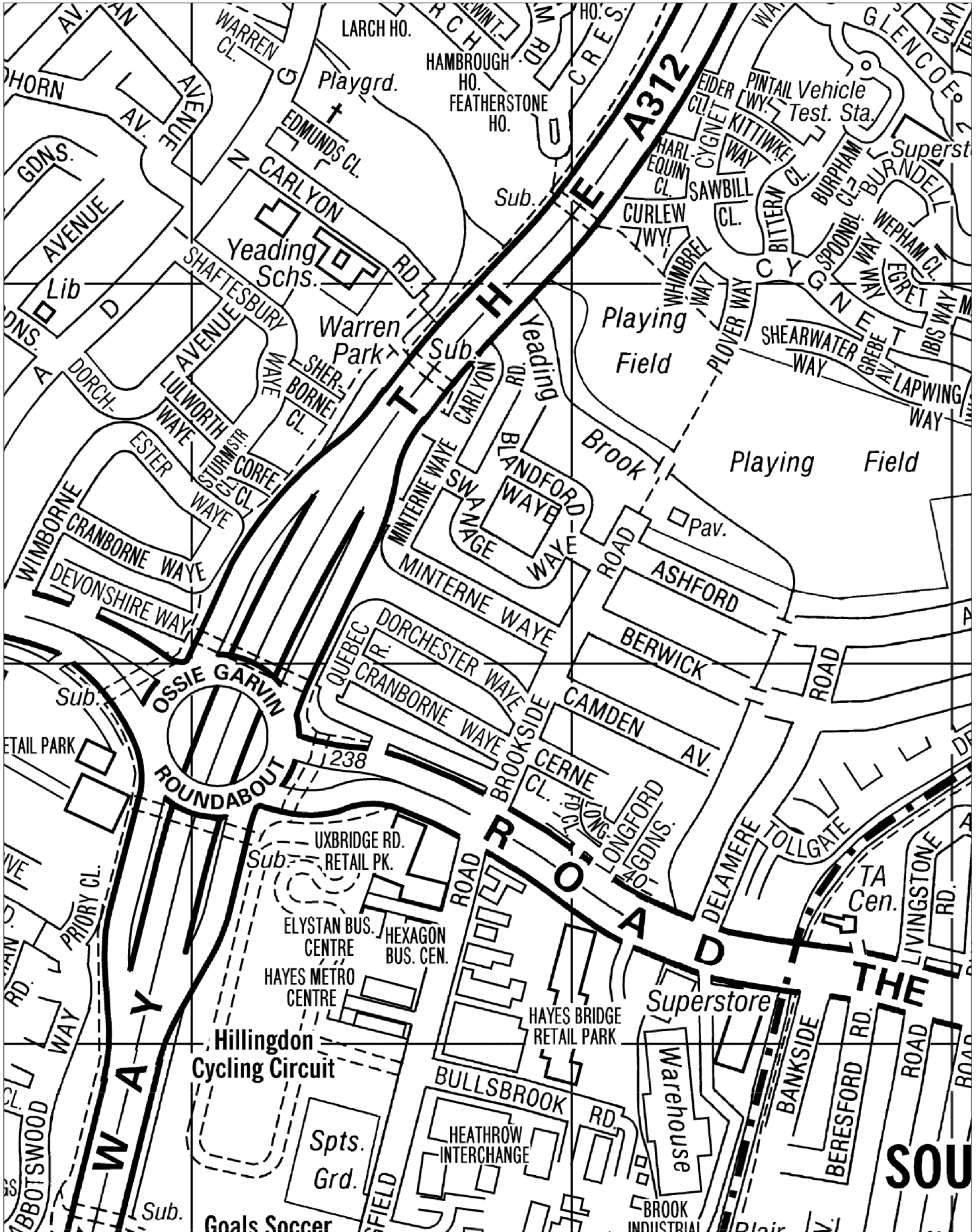
The Traffic Signs Regulations and General Directions 2016 govern road traffic signs and road markings. If an Order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure) (England & Wales) Regulations 1996 (SI 1996/2489) are complied with. The attention of the decision makers is drawn to Section 18 of said Regulations.

Corporate Property and Construction

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

6. BACKGROUND PAPERS

NIL.



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LANGWORTH DRIVE, HAYES - PETITION FROM RESIDENTS ASKING FOR 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
Papers with report	Appendix A

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition from residents of Langworth Drive, Hayes 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	Barnhill

2. RECOMMENDATIONS

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

- 1. discusses with petitioners their concerns with parking in Langworth Drive, Hayes.**
- 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 in a possible area agreed with Local Ward Councillors.**

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 24 signatures has been submitted to the Council from residents of Langworth Drive, Hayes. In a covering letter submitted with the petition, the lead petitioner states:

"Please find enclosed a petition that is signed by my residents. We are trying to alleviate the problems of people parking outside the flats, stopping residents and visitors being able to park on site.

In the past we have had double yellow lines placed outside our communal area but this seems to have made the parking issue a lot worse."

In an additional statement, the petitioner stated:

"Inconsiderate parking by people leaving their cars here all day to go to work in the local shops and often leaving their cars here while they go on holiday from Heathrow. Residents and visitors are unable to park on the estate on the public highway outside their own properties."

A suggestion put forward is to *"make the road residents' permit only"*.

2. Langworth Drive is a development of approximately 80 mainly retirement properties constructed in the early 1980s. The development is close to local shops and amenities but also a major retail park that hosts a number of national businesses. The area is well served by a number of bus services, including the 140 route that terminates at Heathrow. A plan of the area is attached as Appendix A to this report.
3. This petition is effectively asking the Council to consider proposals for a residents' parking scheme in Langworth Drive. Many of the properties in the road, appear to have limited or no off-street parking facilities. As a result, residents are suggesting that sometimes they are competing with non-residents to find somewhere to park.
4. The Cabinet Member will be aware that there is an existing Parking Management Scheme close by in the service road off Coldharbour Lane. Residents here had been experiencing similar parking problems and the parking scheme has been successful in preventing all day non-residential parking. It could be possible that a similar parking scheme to this scheme could be offered to residents of Langworth Drive and other unrestricted roads in the nearby vicinity.
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 consider proposals for a parking scheme in

Langhworth Drive. As is common practice, this could be combined along with any other nearby roads that the local Ward Councillors feel may also benefit from parking controls.

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.

5. CORPORATE IMPLICATIONS

Strategic Finance

Strategic Finance has reviewed the report and concurs 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 Residents' Permit Parking Scheme in Langworth Drive, 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

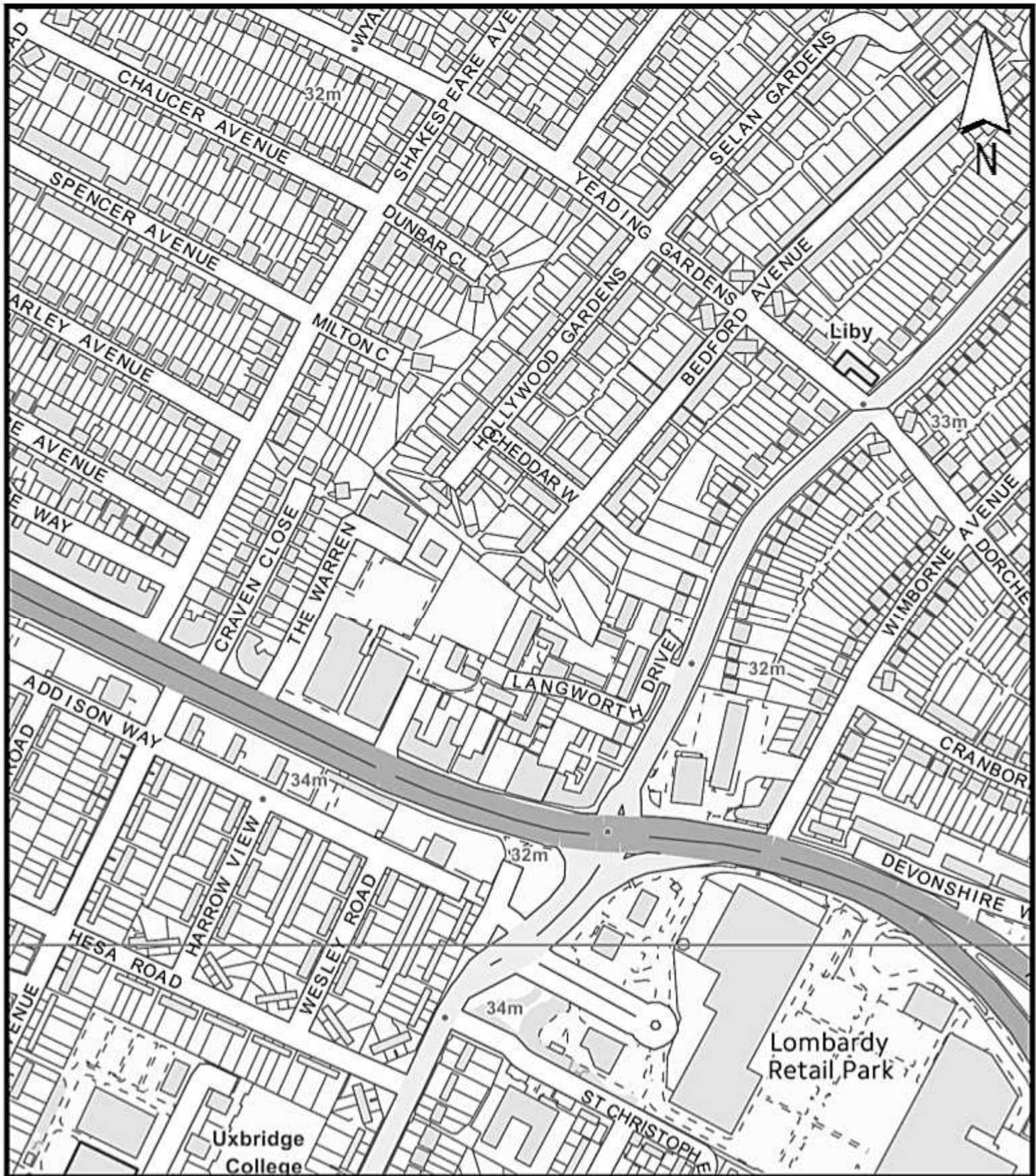
None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

NIL.



Langworth Drive, Hayes - Area plan

Appendix A

Date July 2017

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Agenda Item 6

PETITION REQUESTING TO INTRODUCE A WEIGHT LIMIT AND AUTOMATIC NUMBER PLATE REGISTRATION IN DAWLEY ROAD

Cabinet Member	Councillor Keith Burrows
Cabinet Portfolio	Planning, Transportation and Recycling
Report Author	Alan Tilly, Residents Services
Papers with report	Appendix 1: Location Map Dawley Road - Shepiston Lane

HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that a petition has been submitted asking the Council to introduce a weight limit and Automatic Number Plate Registration in Dawley Road between A437 North Hyde Road and Station Road.
Contribution to our plans and strategies	The request of the petitioners will be considered within the context of the Council's transport strategy.
Financial Cost	The costs associated with the recommendations to this report are relatively minor and proposed to be met from the Transport for London, Local Implementation Plan budget at a later stage.
Relevant Policy Overview Committee	Residents' and Environmental Services
Ward(s) affected	Pinkwell

RECOMMENDATIONS

That the Cabinet Member:

1. **meets and discusses with petitioners their request for a weight limit and Automatic Number Plate Registration in Dawley Road between A437 North Hyde Road and Station Road;**
2. **notes that for a week starting 21 June 2016, the Council undertook traffic surveys on a 24 hour basis to assess the composition of traffic. The results show approximately 135 heavy goods vehicles per day;**
3. **further notes that this level of HGV movements in Dawley Road at the time of the survey was found to be less than 2%, which is below the average for similar roads on the Borough's road network;**
4. **is reminded that he has already instructed officers to undertake further traffic survey work, as mentioned in the body of the report;**

PART 1 – MEMBERS, PUBLIC AND PRESS

5. subject to the outcome of the above, considers the scope for further study

INFORMATION

Reasons for recommendations

The Petition Hearing will provide a valuable opportunity to hear directly from the petitioners their concerns and suggestions.

Alternative options considered

None at this stage.

Comments of Policy Overview Committee

None at this stage.

Supporting Information

1. A petition with 22 valid signatures has been submitted to the Council from residents, nineteen of whom live in Shepiston Lane and three in Waltham Avenue, including the lead petitioner. Petitioners are asking the Council to introduce a weight limit and Automatic Number Plate Registration in Dawley Road between A437 North Hyde Road and Station Road. The petition is worded as follows:

'We the undersigned petition the Council for the introduction of weight limits and ANPR in Dawley Road at the junction with the A437 Roundabout, Station Road, Hayes to the north of Redmead Road travelling south towards Harlington, and in Shepiston Lane at the junction by the Great Western Public House and immediately east of Vaughan Plant Haulage Shepiston Lane. Increasingly large HGVs are rejecting the A437 preferring to use Shepiston Lane to access the M4. Shepiston Lane and Harlington High Street are too poorly constructed to take such vehicles which are causing damage to road surface, noise and congestion to residential roads too small for such traffic. We believe that the existing lorry route taking in part of Dawley Road that is the A437 and North Hyde Road should be the only route that HGVs should be using and petition the council for the introduction of signage and ANPR to advise and enforce usage'.

2. A437 Dawley Road is a classified road forming part of the Borough's Principal Road Network north of its roundabout with A437 North Hyde Road / Bourne Avenue, although Dawley Road is an unclassified road south of A437 North Hyde Road. Dawley Road and Shepiston Lane form an important connection between Hayes and the M4 via A408 / A3044 Cherry Lane roundabout. The location of Shepiston Lane and the unclassified section of Dawley Road is shown in Appendix A.

3. Dawley Road is served by the high-frequency U4 bus service connection, linking Prologis Park with Uxbridge via Hayes town centre.

4. Most of the frontages along Dawley Road are residential, although there are also some commercial premises, including a public house and retail premises.

5. Shepiston Lane forms part of the route which is subject to the petitioners' concern. It connects Dawley Road with the M4. The Cabinet Member may recall that Shepiston Lane is being resurfaced in stages. The footpath located to the south and east of Shepiston Lane will be made wider, made continuous and converted into shared use in addition to the resurfacing work. The conversion scheme forms part of the Council's Borough-wide initiative to encourage cycling, in this case between Hayes and the Heathrow villages. The national speed limit operational in Shepiston Lane will be reduced to 40mph upon completion of the scheme.

6. To further help understand traffic activity in the area, officers have also reviewed the Police reported road traffic accident data collated by Transport for London over the period 2010-2015. The location of the accidents is shown diagrammatically in the maps below.

Dawley Road: Injury Accidents between North Hyde Road and Station Road by Year



7. The information for the last three full calendar years, a common base used when considering accident remedial measures, shows that none of the personal injury accidents was serious along the North Hyde Road - Station Road section of Dawley Road.

8. The Cabinet Member may recall that a study was carried out to measure vehicle speeds in Dawley Road between Station Road and Bourne Avenue during the period 21 - 27 June 2016. The study counted between 8,000 and 9,000 vehicles per day in each direction, of which approximately 135 were heavy goods vehicles. The 85th percentile speed was 34mph in both directions outside No 96 and 31mph northbound and 32mph southbound outside No 54. The Cabinet Member will be aware that the "85th percentile speed" is a statistical tool, corresponding to the speed at or below which 85% of traffic is found to be travelling, and is the normal means of establishing patterns of traffic speed. Although these figures are slightly above the posted speed limit, experience suggests that they are not a matter for concern.

9. The Dawley Road area is subject to considerable development at present. It may therefore be prudent to repeat the traffic surveys to establish the current number of heavy goods vehicles. The Cabinet Member may recall that he has already instructed officers to undertake further traffic surveys and as soon as these are available, they will be reported to him.

PART 1 – MEMBERS, PUBLIC AND PRESS

10. The evidence collected so far does not appear to support the petitioners' view that the volume of heavy goods vehicles in Dawley Road is a major cause of concern. Diverting heavy vehicles from Dawley Road to North Hyde Road and the A312 Hayes Bypass would involve significant detours and pressure on roads known to be congested already. It needs further to be borne in mind that any congestion added to the A312 / A437 Bulls Bridge Roundabout will worsen air quality in the heart of the Borough's worst air quality management area.

11. The results of the previous survey show approximately 135 heavy goods vehicles per day which, at less than 2% of the overall traffic volume, is below the average for similar roads on the Borough's road network.

12. It is appreciated that petitioners may have fresh and compelling evidence that the Cabinet Member would wish to hear to help him form an opinion on whether or not further action is warranted. On this basis, it is recommended that the Cabinet Member meets with the petitioners, giving them the opportunity to state their case to him thereby enabling him to make a decision on how best to proceed.

Financial Implications

There are currently no financial implications associated with the recommendation for the hearing of the petition. Depending on the outcome of the Petition Hearing, any future costs arising are anticipated to be met from Transport for London Local Implementation Plan funding.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

The recommendations will allow the concerns of petitioners to be considered in detail and suitable remedial measures to be developed for implementation.

Consultation Carried Out or Required

No statutory consultation was required or carried out.

CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and notes that there are no direct financial implications associated with the recommendations outlined above.

Legal

The report suggests that the Cabinet Member meet with residents in order to discuss their concerns with regard to the petition submitted. The Cabinet Member is advised that a decision to undertake any further measures must comply with the advertising and consultation requirements of the Road Traffic Regulation Act 1984.

BACKGROUND PAPERS

NIL.

APPENDIX A: LOCATION MAP DAWLEY ROAD - SHEPSTON LANE



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Agenda Item 7

PETITION REQUESTING TO CONVERT ZEBRA INTO SIGNALLED CROSSING IN CHURCH ROAD BY CHURCH GREEN, HAYES

Cabinet Member	Councillor Keith Burrows
Cabinet Portfolio	Planning, Transportation and Recycling
Report Author	Alan Tilly, Residents Services
Papers with report	Appendix 1: Location Map Church Road by Church Green, Hayes

1. HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that a petition has been submitted asking the Council to convert the Zebra into a signalled crossing in Church Road, north of Church Green, Hayes.
Contribution to our plans and strategies	The request of the petitioners will be considered within the context of the Council's transport strategy.
Financial Cost	The costs associated with the recommendations to this report are relatively minor and proposed to be met from the Transport for London, Local Implementation Plan budget at a later stage.
Relevant Policy Overview Committee	Residents' and Environmental Services
Ward(s) affected	Townfield

2. RECOMMENDATIONS

That the Cabinet Member:

1. meets and discusses with petitioners their request to convert the Zebra Crossing into a signal controlled crossing in Church Road, north of Church Green, Hayes;
2. notes that no police recorded accidents were noted in the vicinity of the Zebra Crossing in Church Road during the period 2005-2015;
3. notes that there is a School Crossing Patrol in post at the Zebra Crossing which is the subject of this petition;
4. notes that the issue raised has not recently been identified as a concern by Dr Triplett's Church of England Primary School as part of the extensive School Travel dialogue the Council has with them;

PART 1 – MEMBERS, PUBLIC AND PRESS

5. further notes that the signalisation of any crossing in the manner suggested would need the support of Transport for London, the body responsible for all traffic signals across Greater London; and
6. subject to the outcome of the above, considers whether further studies are warranted at present

INFORMATION

Reasons for recommendations

The Petition Hearing will provide a valuable opportunity to hear directly from the petitioners their concerns and suggestions.

Alternative options considered

None at this stage.

Comments of Policy Overview Committee(s)

None at this stage.

Supporting Information

1. A petition with 98 valid signatures has been submitted to the Council from residents that live in the vicinity of the crossing. Petitioners are asking the Council to convert the Zebra into a signalled crossing in Church Road, north of Church Green, Hayes. The petition is worded as follows:

'We the undersigned petition the London Borough of Hillingdon to investigate/liaise with Transport for London regarding the installation of a signal controlled crossing instead of the current zebra crossing in Church Road, Hayes (by Church Green).'

2. Church Road is an unclassified road connecting Hayes End with Hayes town centre. It is effectively operating as a local distributor road. The location of the crossing in Church Road is shown in Appendix A. The crossing forms part of a school route, being near to Dr Triplett's Church of England Primary School, and a School Crossing Patrol is employed to assist children and their guardians in crossing at school times.

3. The Cabinet Member will be aware that School Crossing Patrols work best in situations where the School Crossing Patrol Person has control over traffic using their staff ('Lollipop') and the introduction of a pedestrian crossing which relies on traffic signals and push-button controls can prove problematic for the School Crossing Patrol Person, and confusing for drivers unless the crossing is solely actuated by use of the push button and traffic signals.

4. As the Cabinet Member will be aware, the Council's School Travel and Road Safety Team work closely with many schools across the Borough, Dr Triplett's being one of them where there is a positive and constructive dialogue. Whilst other measures have been implemented in the local area, the safety of the Zebra Crossing in Church Road has not been

identified by the school as a matter of particular concern, over and above the normal issues of poor driver behaviour.

5. Church Road is served by the 195 and H98 bus services. Route 195 connects Charville with Ealing Hospital via Hayes and Southall whilst the H98 service operates between Hayes End with Hounslow, also via Hayes town centre.

6. Church Road is principally a residential road. There is also a community college, ambulance station, hotel, chapel, club building, cemetery and park. A food store is currently being built at the southern end of Church Road.

7. To address petitioners' concern with the road safety situation, officers have reviewed the Police reported road traffic accident data collated by Transport for London. The record revealed no personal injury incident along Church Road in the immediate vicinity of Church Green during the period 2005-2015. A further interrogation of data from 2015 to date similarly shows no record of any serious road-safety related accidents, indicating that there appears to have been a consistent record of road safety at the site for in excess of twelve years at least. The accident statistics do, therefore, not appear to support the petitioners' view that pedestrian safety is a significant cause of concern.

8. It needs also to be borne in mind that Transport for London, the body responsible for the design, installation and maintenance of all traffic signals in Greater London, is seeking to reduce rather than increase the number of traffic signals, and their support would certainly be crucial should it be felt that the suggestion is worthy of being progressed.

9. One of the Ward Councillors has advised that a former Head Teacher of the school requested the Zebra conversion many years ago. She advised that the request was turned down due to lack of funds.

10. Ward Councillors have further been trying to get parents to use the car park in Church Road rather than all turn up in their cars in Hemmen Lane, an issue which could be reviewed in the School Travel Plan. The last update to the School Travel Plan for Dr Triplett's was undertaken in 2011 to cover the period of 2012-2015. In this document, a number of objectives and measures are outlined for the school to work towards including the consideration of the setting up of a 'park and go scheme'.

11. The Travel Plan update also identifies that the school feels that the inadequate and dangerous crossing on Church Road, as identified in their original School Travel Plan, is no longer an issue as the zebra crossing has been built.

12. It is appreciated that petitioners may have fresh and compelling evidence that the Cabinet Member would wish to hear to help him form an opinion on whether or not further action is warranted. On this basis, it is recommended that the Cabinet Member meets with the petitioners, giving them the opportunity to state their case to him, thereby enabling him to make a decision on how best to proceed.

Financial Implications

Recommendation is just for the hearing of the petition; therefore there is no financial resource being utilised currently. Financial implication could be reviewed in the future depending on the outcome of the petition and if any work is required to be carried out.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

The recommendations will allow the concerns of petitioners to be considered in detail and suitable remedial measures to be developed for implementation.

Consultation Carried Out or Required

No statutory consultation was required or carried out.

CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and notes that there are no direct financial implications associated with the recommendations outlined above.

Legal

The report suggests that the Cabinet Member meet with residents in order to discuss their concerns with regard to the petition submitted.

There are no special legal implications for the proposal to discuss with petitioners their petition requesting the Council to convert the Zebra into a signalled crossing in Church Road, north of Church Green, Hayes. This 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.

BACKGROUND PAPERS

NIL.

APPENDIX A: LOCATION MAP CHURCH ROAD BY CHURCH GREEN



PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with Petitioners - 20 September 2017

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