



HILLINGDON
LONDON

A

Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

Date: WEDNESDAY 11 JULY 2018

Time: 7.00 PM

Venue: COMMITTEE ROOM 3 -
CIVIC CENTRE, HIGH
STREET, UXBRIDGE

Meeting Details: Members of the Public and Press are welcome to attend this meeting

Cabinet Member hearing the petitions:

Councillor Keith Burrows, Cabinet Member for Planning, Transportation and Recycling (Chairman)

How the hearing works:

The petition organiser (or his/her nominee) can address the Cabinet Member for a short time and in turn the Cabinet Member may also ask questions.

Local ward councillors are invited to these hearings and may also be in attendance.

After hearing all the views expressed, the Cabinet Member will make a formal decision. This decision will be published and sent to the petition organisers shortly after the meeting confirming the action to be taken by the Council.

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Putting our residents first

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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 'Cherry Lane Speed And Road Safety'	Heathrow Villages	1 – 8
5	7pm	Petition Requesting Amendments To The Existing Parking Restrictions Within The St Andrew's Park Development, Uxbridge	Uxbridge North	9 – 36
6	7.30pm	Petition Requesting A Residents Only Parking Management Scheme In Coney Grove, Uxbridge	Brunel	37 – 42
7	8pm	Rockingham Road, Uxbridge - Petition Concerned With Excessive Traffic Speeds And Pedestrian Safety	Uxbridge South	43 – 48
8	8pm	Petition 'West End Road Bus Stop South Of Wingfield Way'	South Ruislip	49 – 56
9	8.30pm	Petition Requesting A Residents' Permit Parking Scheme In Merton Avenue, Hillingdon	Hillingdon East	57 – 62

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PETITION 'CHERRY LANE SPEED AND ROAD SAFETY'

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation and Recycling
Officer Contact(s)	Alan Tilly - Residents Services
Papers with report	Appendix A – Location Maps Cherry Lane between A408 Stockley Road and Sipson Road

HEADLINES

Summary	To advise the Cabinet Member of the petition expressing concern about the speed of traffic and road safety along Cherry Lane between Cherry Lane Roundabout and Sipson Road.
Putting our Residents First	This report supports the following Council objectives of: <i>Our People; Our Natural Environment; Our Built Environment; Our Heritage and Civic Pride; Strong financial management. The Hillingdon Local Plan: Part One – Strategic Policies 2012; London Borough of Hillingdon LIP Delivery Plan 2013/14 to 2016/17.</i>
Financial Cost	There are no financial implications of this report at this stage.
Relevant Policy Overview Committee	Residents', Education and Environmental Services Policy Overview Committee.
Relevant Ward(s)	Heathrow Villages & West Drayton.

RECOMMENDATIONS

That the Cabinet / Cabinet Member(s):

1. Meets with and listens to the petitioners' concerns;
2. Notes that the Cherry Lane is a local distributor road but fortunately without a recent major collision history;
3. Notes the specific concerns listed by petitioners in their petition, and the actions/ investigations undertaken to date, details of which are discussed in the body of this report;

4. Notes that recent traffic surveys show that prevailing traffic speeds have reduced slightly between the previous surveys in 2014 and 2017;
5. Notes that a recent accessibility audit reported that the bus stop referenced by petitioners is designed in accordance with current standards, and that any alterations to bus shelters must as always be agreed by Transport for London, who have the responsibility for the majority of local bus stop infrastructure;
6. Notes that the steel sewer cover reported by petitioners has been investigated by the Council's Highways Team and replaced, subsequent to which there have been no further reports of accidents;
7. Notes that the police consider the road section in question to be laid out safely and appropriately for its purpose with clear sight lines and safe crossing points;
8. Notwithstanding the above, subject to the testimony of petitioners, considers asking officers to commission further independent '24/7' traffic surveys at locations to be agreed with petitioners and Ward Members; and
9. Subject to the above, asks officers to consider the relevant detail of the petitioners' testimony, and if appropriate, to discuss these further with the emergency services through the next Traffic Liaison Meeting, and then if deemed appropriate, to undertake further investigation and report back to him.

Reasons for recommendation

To give the Cabinet Member the opportunity to discuss with the petitioners their concerns and aspirations.

To investigate in further detail the potential to address the petitioners' concerns.

Alternative options considered / risk management

Options will be discussed with the petitioners.

Policy Overview Committee comments

None at this stage.

SUPPORTING INFORMATION

1. A petition with 39 valid signatures has been received by the Council from residents who live in the vicinity of Cherry Lane. Cherry Lane connects the Stockley Road / Cherry Lane roundabout junction with West Drayton. Cherry Lane is a bus route and benefits from street lighting and a 30 mph speed limit. For much of its length Cherry Lane has residential

frontages though midway along its length Cherry Lane Primary School playing fields back on to the road.

2. The petition is worded as follows:

"Speeding traffic/road resurfacing/pavement resurfacing and cars spinning off road onto pavement & property".

3. The petitioners are specifically concerned with what they report as:

- *Excessive speeds along Cherry Lane and Sipson Road (Appendix A for Location Map);*
 - *A steel sewer cover in the arc of Cherry Lane adjacent to the hotel causing drivers to lose control and to mount pavements on both sides of Cherry Lane and Blossom Way;*
 - *An accident black spot at the Cherry Lane / Sipson Road junction;*
 - *Lack of a speed hump by the school; and*
 - *The bus shelter not having enough room for passengers to wait forcing them into the road. This problem has developed since the shelter has been reversed.*
4. The concerns about the steel sewer cover referenced by petitioners were discussed with officers in the Council's Highways team and as a consequence of their further investigations, the cover has been replaced. There have been no further reports of directly related incidents, but the matter will be kept under review.
5. Following receipt of the petition, officers have reviewed the road layout and all of the reported road traffic accidents that have occurred over the five-year period leading up to 31st December 2016, the most recent date up to which full data is available. The Cabinet Member will be aware that the Council is able to access the London-wide database of 'personal injury accidents' which is maintained by Transport for London, with the input of data from the Metropolitan Police. This database is a useful and relatively impartial tool based upon reports by police officers which allows a user of the database to establish road traffic incident trends and patterns, and in particular to see if there is any obvious causes as to why they have occurred.
6. Officers decided to review the longer period of five years' data rather than the usual three year period to develop the best possible understanding, taking into account the relatively low number of collisions that have been recorded. Officers further reviewed the bus stop accessibility and consulted the Metropolitan Police's Safer Transport Team.
7. Officers visited the site as a matter of course to assess the petitioners' observations in detail on the ground. During the site visit it was observed, for example, that there was a broken wall at one of the two Cherry Lane / Sipson Road junctions. Officers then reviewed each of the petitioners' wishes, the findings of which are described in this report.

8. Cherry Lane is primarily a local distributor road within a residential area, where the focus is on the quality of the public realm, which has to be responsive local people's needs rather than accommodating fast-flowing traffic. The Council's approach is to introduce safety by design whilst minimising street clutter. Motorway style crash barriers are considered to be unsightly in this type of area. The highway regulations further restrict the scope for the installation of signs along Cherry Lane.
9. Although the concerns raised by petitioners are respected and appreciated, study of the collision pattern along Cherry Lane suggests that the road is not considered to be a cause of special concern and consequently 'accident black spot' signs do not appear to be warranted.
10. The five-year period collision record shows between two and four accidents per year in Cherry Lane, none of them recorded as 'serious' in injury terms. The collision record for the Sipson Road junction and crossing area is similar and there is no evidence of any particular trend that might be possible to ascribe to some defect in the road layout. Just one collision was recorded along Cherry Lane near No.100. There is no justification for building a wall along Cherry Lane.
11. Notwithstanding the above, it is noted that the petitioners have included a series of discreet dates in their petition ('25/01/2016; 29/07/2017; 01/10/2017; 25/06/2016; 29/07/2017; 01/08/2017 and 01/10/2017') and it may be that they will be able to elaborate on the detail behind these, based upon their local knowledge.
12. With regard to the bus stop and shelter arrangements, the Cabinet Member will be aware that these are principally the responsibility of Transport for London (TfL) and its subsidiary, London Buses, which has the statutory responsibility for bus services and bus stop infrastructure across Greater London. With this in mind, to assess the specific bus stop concerns raised by petitioners, a bus stop accessibility audit was carried out jointly by officers from Transport for London and the Council's Principal Access Officer, the latter being a wheel chair user himself.
13. The audit revealed that the bus stops are fully accessible and that their design is in accordance with TfL's current accessibility standards. The shelters are of the so-called cantilever type. This type of shelter has no side panels and is normally introduced when the footway is narrow, so that pedestrians wishing to pass alongside other waiting bus passengers can do so without having to step into the carriageway.
14. The possibility of a risk that children may be tempted to enter the road at school times is being investigated and will as far as practicable be addressed by the Council's School Travel Advisors, who, as the Cabinet Member will be aware, work closely with most of the Borough's schools. The management team of Cherry Lane School and the Police Safer Transport Team will be involved as necessary.

15. Officers have further contacted the Metropolitan Police's Safer Transport Team in response to the petitioners' specific concerns. The police consider that the road is laid out safely and appropriately for its purpose, with clear sight lines and safe crossing points.
16. The police stressed that in their view it would be inappropriate to introduce a 20mph zone along Cherry Lane, taking into account its function as a local distributor road as well as its proximity to the M4 and the A408 Stockley Road which have a 50mph speed limit. The police mentioned that they would not support a raised table in the vicinity of the school. It is important to bear in mind that the crossing is being patrolled at school times.
17. The police further considered that there is little scope to change the layout and that, for example, a motorway crash barrier along Cherry Lane would be unsightly and would impinge upon space on the footways behind any such barrier. They also considered that Cherry Lane was well lit, especially near the bend, that the signalled crossing was well located and signed, and that the 'visi-rail' pedestrian guardrail (with a sight-gap immediately below the top rail) by the school was appropriate and effective.
18. Another suggestion put forward by petitioners is to erect more 30mph speed limit signs. The Cabinet Member will be aware that present national traffic signs legislation does not allow the erection of upright repeater signs in urban streets with a 30mph speed limit and streetlighting.
19. Speed surveys were carried out in Cherry Lane in 2014 and more recently during the period of 31st October to 6th November 2017, the results of which are shown in Tables 1 and 2 below. During the intervening period the 30mph restriction boundary was moved eastwards towards Cherry Lane Roundabout. The 2017 survey results show that the majority of vehicles (85%) were travelling between 25 and 35 mph in the Blossom Way area, a slight reduction when compared with the 2014 results.
20. The results of the above were reported to the Cabinet Member for Planning, Transportation and Recycling for his consideration at the time. The Cabinet Member may wish to take into account any further testimony from petitioners and dependent upon that, consider if there may be merit in a further 24/7 traffic survey.

Financial Implications

There are no direct financial implications associated with the recommendations to this report. However, if any future measures aimed at traffic calming and road safety arise as a result of this petition, funding will be identified from existing budgets within the Transportation Service

RESIDENT BENEFIT & CONSULTATION

The benefit or impact upon Hillingdon residents, service users and communities?

The hearing will allow for consideration of petitioners' concerns with the new facilities and possible changes to the design.

Consultation carried out or required

None at this stage.

CORPORATE CONSIDERATIONS

None at this stage.

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 concerns, which amounts to an informal consultation. A meeting with the petitioners is perfectly legitimate as part of a listening exercise. 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.

Section 122 Road Traffic Regulation Act means that the Council must balance the concerns of objectors with their statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic.

The outcome of any previous consultation should not prejudice the consideration of responses received in relation to the informal consultation or any future consultation.

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

Petition 759.

TABLE 1: SPEED SURVEY RESULTS NOVEMBER 2017 (85th percentile speed: 32 - 36 mph)

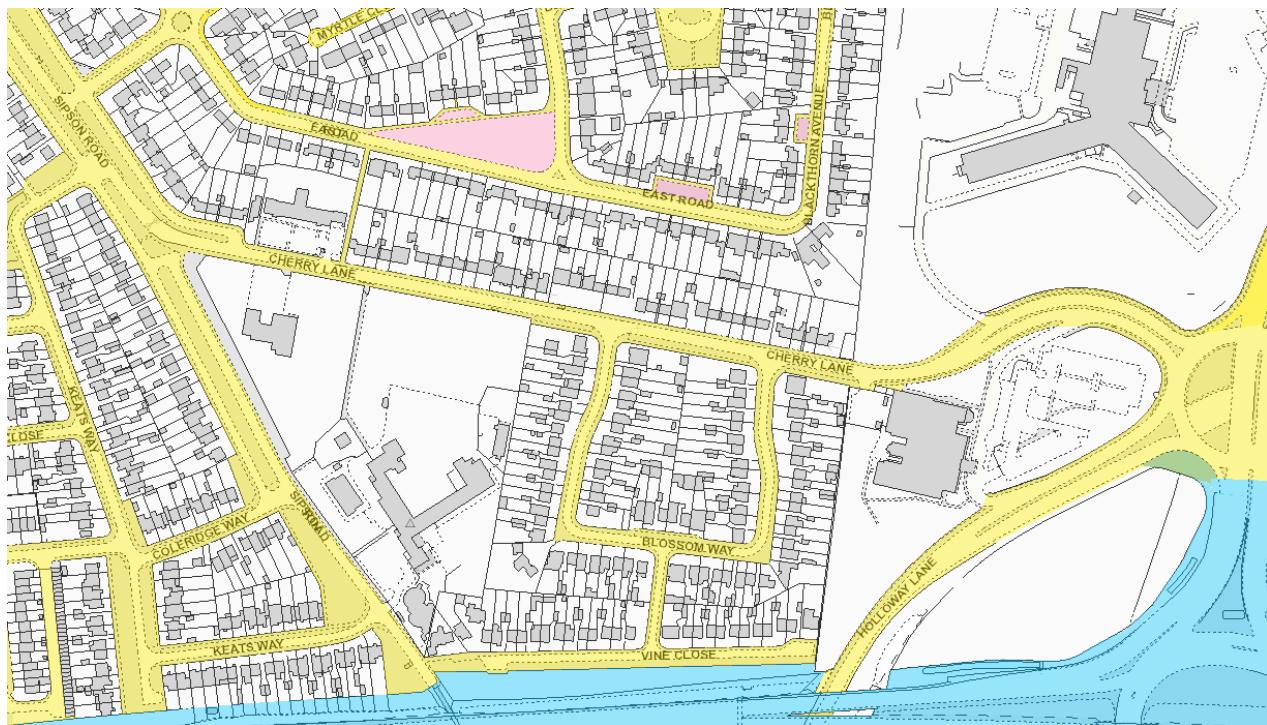
Location	Total vehicles	35 - 40 mph	40 - 45 mph	45 - 50 mph	50 - 55 mph	55 - 60 mph	60 - 100 mph	85% mph
East of hotel delivery entrance								
Eastbound	48,611	2,809	341	48	11	3	7	33
Westbound	53,461	7,084	1,213	214	35	10	7	35
East of Blossom Way								
Eastbound	50,348	6,401	1,419	303	68	18	14	35
Westbound	44,612	5,868	1,356	340	84	28	5	36
Outside No 5 Cherry Lane								
Eastbound	49,107	2,311	259	26	2	6	1	33
Westbound	41,129	1,391	186	18	1	0	0	32

TABLE 2: Speed Survey Results March 2014 (85th percentile speed: 37mph)

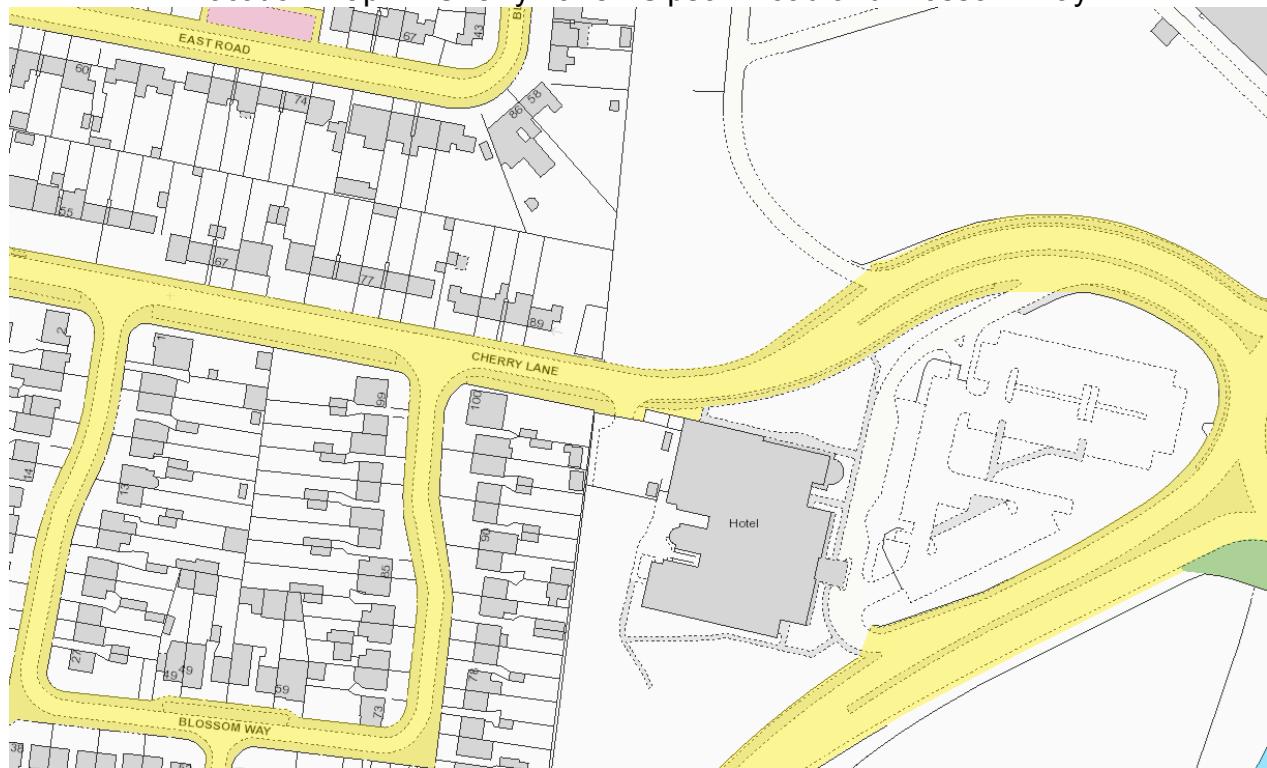
	Total vehicles	35 - 40 mph	40 - 45 mph	45- 50 mph	50 - 55 mph	55 - 60 mph	60 - 100 mph	85% mph
East of Blossom Way								
East bound	46,126	8,069	2,044	470	99	22	8	37
West Bound	42,215	7,147	1,891	416	108	27	35	37

Note: The tables show that vehicle speeds have reduced by approximately 2mph since the start of the 30mph speed limit was relocated to the roundabout.

Appendix A: Location Maps Cherry Lane between A408 Stockley Road and Sipson Road



Location Map 1: Cherry Lane - Sipson Road and Blossom Way



Location Map 2: Cherry Lane including Blossom Way and No.100

Agenda Item 5

PETITION REQUESTING AMENDMENTS TO THE EXISTING PARKING RESTRICTIONS WITHIN THE ST ANDREW'S PARK DEVELOPMENT, UXBRIDGE

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition requesting changes to the current waiting restrictions within the St Andrew's Park development especially close to the John Locke Academy
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', Education and Environmental Services Policy Overview Committee
Ward(s) affected	Uxbridge North

2. RECOMMENDATIONS

Meeting with the Petitioners, the Cabinet Member:

1. Listens to their request for changes to the existing parking restrictions around The John Locke Academy, Bader Way, Uxbridge;
2. Notes the highways and traffic conditions attached to the planning application and approved 'School Travel Plan' for the John Locke Academy;
3. Notes the fact that as certain aspects of the original petition could pertain to the planning approval process for the John Locke Academy, the present petition was initially investigated by the Council's Planning Enforcement Officer and a 'breach of planning condition' was identified;

4. Notes the correspondence between the Council's Planning Enforcement Officer and John Locke Academy, and the outcome of their dialogue, which is set out in the body of the report;
5. Notes and considers the likely views of residents living in the local area, many of whom do not have a direct association with the John Locke Academy, but whose views on any proposals that might be developed to alter the local parking regime must be carefully borne in mind;
6. Notes that the road network in St. Andrew's Park comprises a mixture of adopted and unadopted highway, which has a bearing on the type and extent of any parking management regime(s) in the area;
7. Asks officers to investigate the feasibility of employing a School Crossing Patrol Officer;
8. Asks officers to review the current land ownership on the development and if appropriate, liaises with them on the suggestion to allow parking for the school for the purpose of picking up/setting down;
9. Subject to all the above, considers asking officers to undertake further investigations, based on the testimony of the petitioners and the views of Ward Members and any other key stakeholders whose input he may wish to direct , and to then report back to him for further consideration.

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 more than 20 valid signatures has been submitted to the Council under the following heading: "*Change current enforcement and parking restrictions to the following proposal within the St Andrew's/Churchill Road in Uxbridge as per the attached details*".

In an attached statement submitted with the petition the lead petitioner states "*Parking restrictions now enforced within the St Andrew's Development within Uxbridge. Predominantly for parents of John Locke Academy Students*".

The new enforcement of the double yellow lines have resulted in many parents/ carers facing huge difficulties collecting their children safely at the end of their school day. Most of the parents/ carers who use a car to drop off and collect their children do so because they live too far to, are physically unable to or practically unable to walk or get other means of public transport safely to the school. Most then leave work and drive straight back to school to pick their children up on time.

If parents/ carers do not have a safe place to park their cars whilst they collect their children from school, this will have a major impact on road safety for the children, parents and the residents. This is also causing unnecessary stress and anxiety for many families within the local Hillingdon borough and no practical solution has been provided by the council or developers who have a duty of care not only for the St Andrew's residents but also for other residents of the borough and parents of JLA".

2. Petitioners then helpfully suggest the following solutions they would like to be considered:

"Change current enforcement and parking restrictions to the following proposal within the St Andrew's/ Churchill Road in Uxbridge:

- i) *Change double yellow lines to single yellow line with time restrictions applied. One hour exemption for parking during 8.30am to 9.30am and 3pm to 4pm*
- ii) *Apply operation times to current yellow lines with one hour exemption for parking during 8.30am to 9.30am and 3pm to 4pm*
- iii) *Also provide lollipop personnel to increase crossing safely for all*
- iv) *Use current available land within the school perimeter and local precinct until permanent solution is agreed and in place*
- v) *Further information required on whom in terms of the Council and developers ownership of the local roads and land and proposed use*
- vi) *Original agreement regarding school travel logistics. Proposed development within area and logistics plan and strategy to be issued to JLA parents*

Finally to allow the Cabinet Member Keith Burrows and others to discuss with petitioners their concerns and add their request to the parking schemes programme and implement proposed changes before the start of the next term in 2018.

3. The John Locke Academy is situated on Bader Way in the St Andrew's Park Development and was constructed to provide 720 school places in anticipation of the construction of approximately 1400 residential properties on the site. A plan of the area is attached as Appendix A. A separate plan at Appendix C shows the extent of highway adoption across St. Andrew's Park.
4. The Academy formed an integral part of the redevelopment of the former RAF Uxbridge site, and was predicated on the need to provide additional school places within and close to the periphery of the site, the longer-term expectation being that the catchment of the Academy would become more locally-focused over time as the development grows and families move in to it.
5. As part of the planning process for the development (Ref: 585/APP/2012/2903) the "Approval of Details" placed certain obligations on the Developer. Item 6 of this document states;

"Prior to the occupation of the development hereby approved, a School Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include as minimum:

- i) Main Objectives for the School Travel Plan, including targets to assess if the objectives have been achieved;*
- ii) Measures to reduce car dependency in line with the allocated car parking spaces at the site;*
- iii) How the use of public transport, walking and cycling will be increased;*
- iv) How road safety and personal security will be increased*

Thereafter, the travel plan shall be implemented in strict accordance with the approved details as for long as the development remains in existence.

REASON

To promote sustainable transport and reduce the impact of the development on the surrounding road network in accordance with London Plan (July 2011) Policies 6.1 and 6.3".

6. As a result of the above, a School Travel Plan for John Locke Academy was developed and approved by the Council as the Local Planning Authority. A full copy of the Travel Plan is attached as Appendix B to this report but for convenience reference two key elements from the school travel plan have been extracted below, as one directly relates to the current on-street parking arrangements and the other refers to the off-street parking/ dropping off provision:

"2.3 As part of the development proposals, 40 car parking spaces will be provided within the boundary of the site for the use of staff and visitors. In addition, a drop off/pick up area will be provided that will accommodate 48 short stay parking bays;

2.7 Parking along the highway adjacent to the school will be prohibited with the provision of Traffic Regulatory Orders including "School Keep Clear" road markings"

7. The Cabinet Member will be aware that Council's Planning Enforcement Team received complaints from local residents regarding the car park management and pick up/ drop off management at the school, and when originally received, the present petition which is before the Cabinet Member was taken up by that team as many of the matters covered were considered directly related to the Planning Process.

8. The Cabinet Member will be aware of the need to avoid himself becoming embroiled in a dialogue that could inadvertently run counter to the decisions made by the relevant Planning Committee. Consequently, following the complaints and the present petition, the Council's Planning Enforcement Officer inspected the site and witnessed the following;

- Vehicles driving over kerbs and across pavements in order to park on the grass verges adjacent to St Andrew's Road and Bader Way;*
- Dangerous vehicle manoeuvres along Bader Way; and*
- Illegal parking on double yellow lines*

9. Following the above, a possible 'breach of planning condition' was identified and the school was asked for further information relating to their car parking management strategy. The

required information was subsequently submitted by the school and the Council is now satisfied that the school are taking reasonable measures to effectively manage the on-site car parking arrangements. However, a major concern which still remains is that of the on-street parking situation.

10. Clearly the development at St Andrew's Park is still evolving, and there will be an inevitable increase in traffic when fully constructed and occupied. With this in mind the proposals to implement double yellow lines across the development were considered proportionate for the expected volumes of traffic movements during the planning process. Away from the main access roads, it is understood that some of the remaining roads will not be offered up for adoption and will remain private.
11. The Cabinet Member will be aware that whilst on-street parking management measures are frequently created, in consultation with local residents and with his authority, these are generally only introduced on adopted Public Highway. As noted, however, the road network within the local area at St. Andrew's Park comprises both adopted and unadopted roads.
12. The Cabinet Member will be further aware that it is not normal practice for a Council to introduce parking enforcement (such as yellow lines or parking management schemes) on roads which have not been adopted. Developers may choose not to offer up roads for adoption for many different reasons, and a consequence of this is that many modern residential developments fall all or in part outside the remit of the Council's Parking Enforcement regime and the associated contractors. The situation in the wider area near the John Locke Academy is a typical reflection of this practice.
13. The Cabinet Member and his Ward Member colleagues will be aware of wider concerns about the parking pressures being faced in certain parts of the St. Andrew's Development, and of the action taken by the Developer to introduce some limited areas of private parking enforcement on some of the roads which have not been adopted. Whilst the source of this parking problem cannot reasonably be associated with the Academy, the fact that there have been local concerns within the emerging wider St Andrew's community does make it clear that any proposals or alterations to parking controls will need to take into consideration the views of these residents.
14. To summarise the situation in terms of the subject of parking controls, the present parking arrangements are confined to the adopted roads which are designed to be the main access roads in the development. At present, the only 'private' enforcement in the area is some distance to the south of John Locke Academy, but it is conceivable that this situation may change over time.
15. The petitioners have included a request that land within the school site is investigated for possible provision of additional parking. The Cabinet Member may therefore wish to ask officers to review the current land ownership on the development and if appropriate, liaise with the school on the suggestion to allow parking for the school for the purpose of picking up/ setting down.
16. As the Cabinet Member will be aware, the Council's Road Safety and School Travel Team currently manage a team of 21 School Crossing Patrol Officers across various sites across Hillingdon. The petitioners' request for a School Crossing Patrol Officer at John Locke Academy is noted and it is therefore recommended that the Cabinet Member asks officers to

add this request to the review currently being undertaken by the team on the existing and possible new School Crossing Patrol sites.

Financial Implications

There are none associated with the recommendations to this report, however if the Council were to consider amendments to the current parking restrictions and/or the recruitment of a School Crossing Patrol Officer, 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 were subsequently able to investigate the feasibility of amending the parking restrictions in Barder Way, a consultation will be carried out.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance note that there are no financial implications arising from the recommendations in this report.

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.

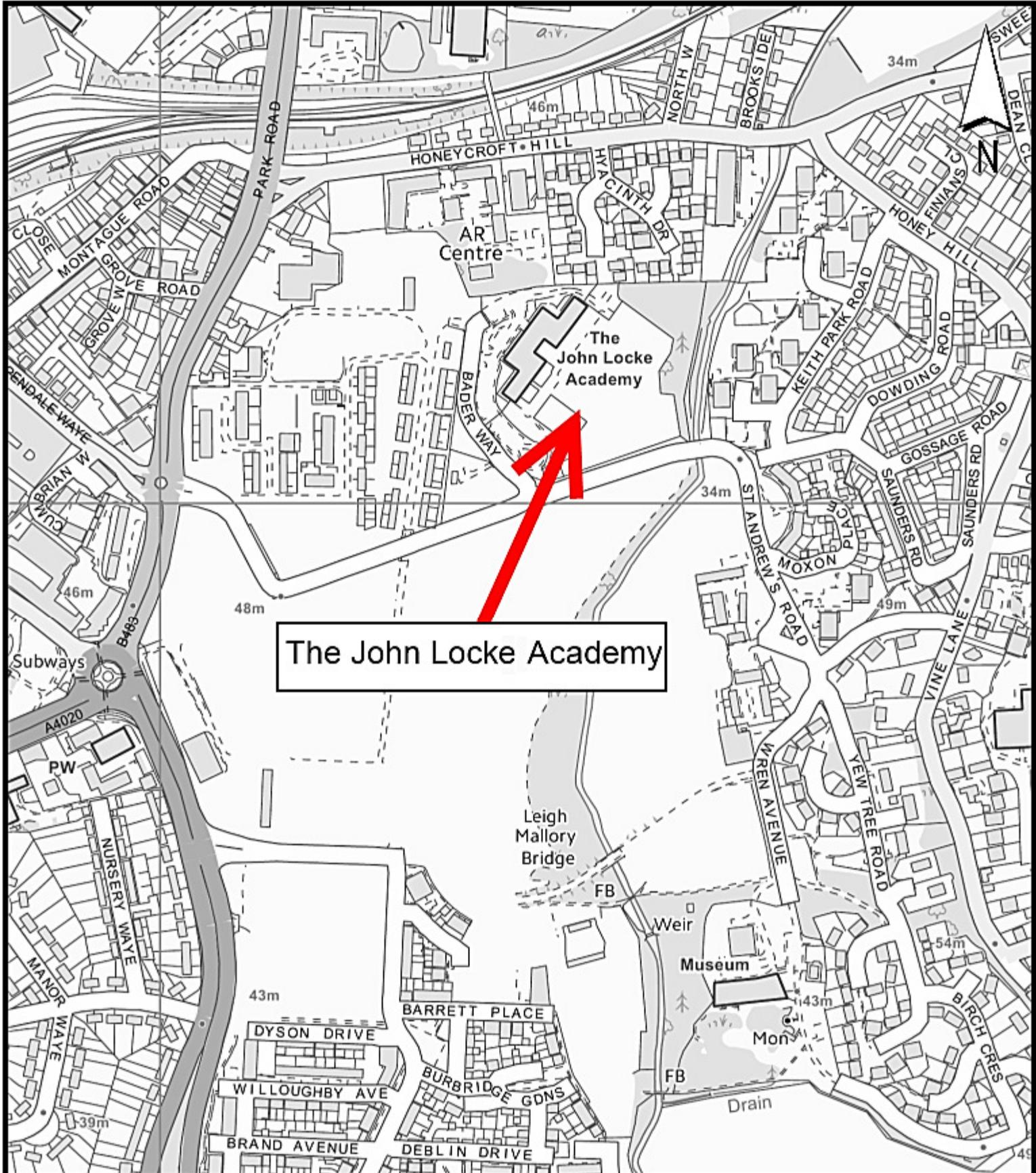
Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received
Travel Plan for The John Locke Academy

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The John Locke Academy Location plan

Appendix A

Date June 2018

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Appendix B



TRAVEL PLAN

For

The John Locke Academy Primary School

At

THE FORMER RAF UXBRIDGE AIR BASE

CONTENT

Section 1	Introduction
Section 2	Background
Section 3	Accessibility
Section 4	Travel Plan Objectives and Initiatives'
Section 5	Summary

1 Introduction

- 1.1 This School Travel Plan (STP) has been produced in accordance with condition 6 of planning permission reference 585/APP/2012/2903 for the construction of a new 3 Form of Entry (3FE) primary school, known as the John Locke Academy, located along St Andrews Road, at the former RAF Uxbridge Air Base, Hillingdon.
- 1.2 Development at the former RAF Air Base has recently been granted planning consent for the provision of approximately 1400 residential dwellings, retail, office and leisure facilities, alongside the provision of a hotel and theatre complex.
- 1.3 As part of the redevelopment, a new primary school will be constructed, providing for a total of 720 pupils at the site, which will be occupied September 2014.
- 1.4 Therefore, this document will form an outline School Travel Plan that will identify the measures and initiatives that will be implemented to reduce travel by private car in accordance with the extant planning consent. This requires;

"Prior to the occupation of the development hereby approved, a School Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include as a minimum:

- i) Main Objectives for the School Travel Plan, including targets to assess if the objective have been achieved;*
- ii) Measures to reduce car dependency in line with the allocated car parking spaces at the site;*
- iii) How the use of public transport, walking and cycling will be increased;*
- iv) How road safety and personal security will be increased.*

Thereafter, the travel plan shall be implemented in strict accordance with the approved details for as long as the development remains in existence."¹

¹ Condition 6.

- 1.5 The details within this document have been based on the information provided within the Transport Assessment (TA) submitted in support of the extant planning permission.
- 1.6 It is intended that the initiatives identified within this Travel Plan will be developed and implemented by the school upon first occupation. As the number of staff and pupils increase, the Travel Plan will be reviewed and further developed.
- 1.7 It is intended that the first review of the document will be undertaken 12 months after first occupation, which will include site specific travel surveys relating to staff and pupils.

2 Background

- 2.1 Planning permission was granted in February 2013 for the construction of a new 3FE primary school on land located along St Andrews Road, within the former RAF Air Base, Uxbridge.
- 2.2 The primary school will accommodate up to 720 pupils including 90 nursery pupils (split over two sessions) and approximately 60 members of staff.
- 2.3 As part of the development proposals, 40 car parking spaces will be provided within the boundary of the site for the use of staff and visitors. In addition, a drop off/pick up area will be provided that will accommodate 48 short stay parking bays.
- 2.4 Cycle parking will be provided within the site for 40 cycles, (20 cycle stands), which will be allocated for the use of staff, visitors and pupils.
- 2.5 Vehicle and pedestrian access to the school will be provided from St Andrews Road, which will connect the proposed estate roads within the site.
- 2.6 The highway adjacent to the school (St Andrews Road) will be designed as a 20 mph zone and will include the provision of raised tables and surface treatment. In addition, uncontrolled pedestrian crossing facilities (zebra crossing) will be provided immediately adjacent to the school.
- 2.7 Parking along the highway adjacent to the school will be prohibited with the provision of Traffic Regulatory Orders including "School Keep Clear" road markings.
- 2.8 The first intake of pupils at the school will commence in September 2014, which will include 90 primary and 45 nursery pupils. It is expected that the annual intake of pupils will continue proportionally until full occupation is reached in 2020.

3 Accessibility

Location

- 3.1 The John Locke Academy is located along St Andrews Road, within the Ward of Uxbridge North, Hillingdon.
- 3.2 To the north, the site is bounded by residential dwellings and a Territorial Army Centre located along Honey Croft Hill. To the south and west, the site is bounded by St Andrews Road and to the east, by the River Pinn.
- 3.3 Vehicle and pedestrian access to the school will be provided directly from St Andrews Road along the western boundary of the site, with a separate access provided to serve the drop off/pick up facility.

Local Highway

- 3.4 As part of the overall development of the former RAF base, pedestrian footways will be provided along all access roads to and within the site, which will include the provision of street lighting.
- 3.5 St Andrews Road will connect to the existing Chippendale Waye Roundabout to the west of the site, which will provide a direct link to the wider highway network.
- 3.6 The existing highway network adjacent to the site provides good quality pedestrian links with lit foot paths, pedestrian crossing and underpasses (lit). Furthermore, the site is located within walking distance of all local amenities.

Cycles

- 3.7 There are no National or London cycle network routes within the immediate area of the site. However, the highway network to the north and east along Honey Croft Hill and Honey Hill/Vine Lane are identified as “quiet roads” that have been recommended for cycle use in Transport for London’s, Local Cycle Guide No. 6.

- 3.8 In addition, it is noted that there are off-road cycle routes to the south, along Uxbridge Road, that provide good cycle links.

Public Transport

- 3.9 Public transport facilities are located along Park Road, Hillingdon Road and High Street, which are within the recommended walking distances as stated by Transport for London. Facilities at these locations include the provision of bus stops, shelters and bus cages.
- 3.10 In addition, it is noted that Hillingdon Bus and Rail stations are located to the west of the school within Uxbridge Town Centre. However, these are just beyond the recommended walking distances as stated by Transport for London.
- 3.11 When reviewing relevant bus services, services U1, U3, U4, A10, 427 and the 607 operate along Hillingdon Road and Park Road, adjacent to the site. Service U1 provides a link between West Drayton and Ruislip via Uxbridge. Services U3 and A10 provides a link between Uxbridge Station and Heathrow and the U4 between Uxbridge Bus Station and Stockley Park via Hayes Town Centre and Hillingdon Hospital. Service 427 operates between Uxbridge Bus Station and Acton via Southall and the 607 between Uxbridge Bus Station and White City via Hayes and Ealing. All services are operated at a frequency of between 8 and 15 minute intervals.
- 3.12 When assessing the Public Transport Accessibility Level (PTAL) index within the area, this varies between 1a and 2, which is classified as between very poor and poor. However, the bus stops located along Park Road, Hillingdon Road and High Street are within the recommended walking distances as stated by Transport for London and the destinations and frequency of services are appropriate to serve the school.
- 3.13 Notwithstanding the PTAL index within the local area, it is noted that the redevelopment of the site will increase accessibility associated with the provision of public transport facilities, which is likely to change in favour of the development as each phase is completed.

4 Travel Plan Objectives and Initiatives.

Objectives

- 4.1 This Travel Plan is intended to identify a package of measures tailored to this site and is aimed at a co-ordinated strategy that emphasises the need to reduce the reliance on private car use and increase travel choices for pupils, staff and visitors to the school.
- 4.2 As the John Locke Academy is not currently operational, it is not possible to establish existing travel patterns in relation to pupils and staff that will attend the site.
- 4.3 Therefore, this Travel Plan represents an outline framework, which will form the bases of a package of measures to be implemented in relation to the proposed school. The aims and objectives of the Travel Plan will focus on:
 - Road safety education for pupils including by walking and cycling,
 - Reducing the demand for short stay car parking from the dropping off/picking up of pupils,
 - Managing the demand for short and long stay parking,
 - Promotion of walking, cycling and the use public transport.

Initiatives

Travel Plan Coordinator:

- 4.4 A Travel Plan Coordinator (TPC) will be appointed by the school who will take responsibility for the implementation of identified initiatives and measures in order to promote sustainable means of travel by pupils, staff and visitors to the site.
- 4.5 The TPC will work with School Travel Plan officers at the London Borough of Hillingdon to form a Travel Working Group, which will focus on reducing

car usage while encouraging walking, cycling, the use of public transport and car sharing as a means of travel.

- 4.6 In order to achieve the requirements of the travel plan, an action plan will be produced, which will be kept up to date by the TPC. The action plan will identify:

- Key objectives,
- Specific targets, and;
- Identification of SMART targets -

Specific – they say exactly what you mean

Measurable – you can prove that you've reached them

Achievable – you can reach them over a set period of time

Realistic – they are an action you can take

Timed – they have dead lines

- 4.7 In order to measure and maintain the success of the travel plan, regular travel pattern surveys will be undertaken to monitor the mode share in relation to pupils and staff.
- 4.8 The results of the surveys will enable specific measures to be developed in order that the travel plan can be update with meaningful targets and objectives.
- 4.9 In order to achieve the objectives of the Travel Plan, the measures below will be employed.

Travel Pack:

- 4.10 A Travel Pack will be produced and issued to parents/guardians when a child first attends the school and will be available on the schools website, in order to promote sustainable modes of travel.
- 4.11 The Travel Pack will detail options for sustainable travel and will demonstrate the benefits associated with travelling by non car modes. Travel information will be provided within the pack, which will include details relating to walking, cycling and car sharing initiatives programmed by the school, alongside accessibility to public transport, including timetables.

- 4.12 The Travel Pack will be updated annually following a review of the STP and will include new measures or initiatives (if required) alongside updated travel information.

Car Sharing Club:

- 4.13 In order to support and achieve a reduction in vehicle trips, car sharing by pupils and staff will be promoted with the provision of car sharing database, which will be made available by the school.
- 4.14 The aim of the car sharing club will be to reduce vehicle use by increasing vehicle occupancy. The car sharing initiative will also be supported by a Car Parking Management Scheme, with priority car parking provided for staff who car share.
- 4.15 The target reduction of vehicle trips will be set when the specific mode share of pupils and staff have been identified through travel surveys.

Walking Bus/Kiss and Drop Service:

- 4.16 Walking will be promoted with the provision of a “Walking Bus/Kiss and Drop” service that will be operated daily. The initiative will be promoted through the Travel Pack and via the schools web site.
- 4.17 The “Walking Bus/Kiss and Drop” service will be operated by appropriate adults who will meet children at designated locations at specific times within the surrounding area. Children will then be walked to the school under supervision. For the return journey, children will meet at muster points within the school and be walked to their original meeting points, where they will be met by parents or guardians.
- 4.18 Demand for this initiative will be identified through future annual travel surveys at the school, which will form part of the STP review process.

Cycling:

- 4.19 A cycle club will be set up and operated by the school in order to promote sustainable travel and healthier lifestyles amongst pupils, staff and visitors. The cycle club will operate in association with national schemes such as

- “Bikability” training and the “Bike It” schools programme, which will include cycle training.
- 4.20 In addition, cycling will be promoted through the Travel Pack and via the schools web site, which will include links to the Transport for London web site in order to provide cycle maps and information in relation to specific cycle routes.
- 4.21 When considering the availability of cycle parking for pupils and staff at the school, this will be reviewed annually as part of the monitoring process undertaken in relation the travel plan and if required, the number of cycle parking spaces within the site will be increased in line with demand.
- Breakfast Club/After School Club:
- 4.22 Breakfast and After School Clubs will be operated by the school that will enable spreading of the peak periods associated with the arrival and departure of pupils and in turn, spreading of the demand for car parking.
- 4.23 The Breakfast and After School Clubs will assist in preventing congestion and reducing the peak parking demand associated with the dropping off of pupils.
- Road Safety:
- 4.24 The school will engage in a number of road safety initiatives, including the provision of cycle training, practical pedestrian training and will host theatre productions that deliver short plays relating to road safety. In addition, pupils will be encouraged to become “Junior Road Safety Officers” who will then participate in road safety initiatives within the school. These initiatives will be reviewed as part of the monitoring process undertaken in relation the STP and additional initiatives developed and implemented as required.
- 4.25 The Road Safety initiatives that will be implemented by the school will be operated alongside other schemes including “Walk on Wednesdays” and the national “Walk to School” month/week, which further promote sustainable means of travel.

- 4.26 In addition, it is noted that the adjacent highway along St Andrews Road will be designated as a 20 mph zone and will include speed reducing features including raised tables and surface treatment.
- 4.27 In addition, a controlled pedestrian crossings (zebra crossings) will be provided adjacent to the school along St Andrews Road.

Car Parking Management:

- 4.28 A Management Plan will be implemented in relation to the on-site staff car park, which will introduce a permit system, whereby permits are issued on a daily or weekly basis to staff in order to encourage travel by non-car modes and increase car sharing. Priority will be given to disabled drivers and staff who are in regular car sharing arrangements, which will allow a high proportion of staff who car share to have guaranteed parking within the site.

Drop Off and Pick Up Area:

- 4.29 As part of the development, a drop off/pick up facility will be provided within the site, which will assist in reducing the demand for short stay parking and congestion along the adjacent highway.
- 4.30 In order to ensure the effective operation of the facility, appointed school wardens/marshals will supervise vehicle activity in the morning and afternoon peak periods to discourage inappropriate parking, poor driver behavior and to reduce the length of time that vehicles are parked. This will be operated on a rotor basis by volunteer staff.

Review:

- 4.31 As part of a review mechanism, annual travel surveys will be undertaken in relation to staff and pupils, which will provide a baseline for deciding future initiatives and the monitoring of existing initiatives. The School Travel Working Group will meet regularly to review and consider the operation of the STP.
- 4.32 Once the STP has been reviewed an action plan will be produced for the forthcoming year, which will be kept up to date and will identify:

- Specific additional objectives,
- Specific additional targets.

4.33 Table 4.1 below provides a summary of the initiatives that will be implemented within the existing STP.

Table 4.1. Summary of Travel Plan initiatives

Measures		Objective	Responsible Person(s)	Timescale
1	Travel Pack	To provide travel information, raise awareness of STP initiatives and to support sustainable modes of travel to and from the school.	School Staff/LBH	September 2014
2	Car Sharing Club/Database	To promote car sharing and increase vehicle occupancy in order to reduce vehicle use.	School Staff/LBH	September 2014
3	Walking	To promote healthier life styles and to reduce vehicle use.	Road Safety Officer LBH/School staff	September 2014
4	Cycling	To promote healthier life styles and to reduce vehicle use.	Road Safety Officer LBH/School staff	September 2014
5	Provision of Breakfast/After School Clubs	To assist in reducing congestion and the peak parking demand associated with the dropping off of pupils.	School Staff	September 2014
6	Promotion of Road Safety	To increase road safety awareness and to promote walking and cycling.	Road Safety Officer LBH/School staff	September 2014
7	Car park Management Plan	To promote car sharing	School Staff	September 2014
8	Travel pattern surveys.	To provide travel patterns for monitoring purposes, to set targets for reducing the use of cars and to assist in developing future initiatives.	School Staff/LBH	12 months after first occupation by pupils and thereafter annually
9	STP review	To establish the success of existing TP measures and provide additional measures if required.	School Staff/LBH	Annually

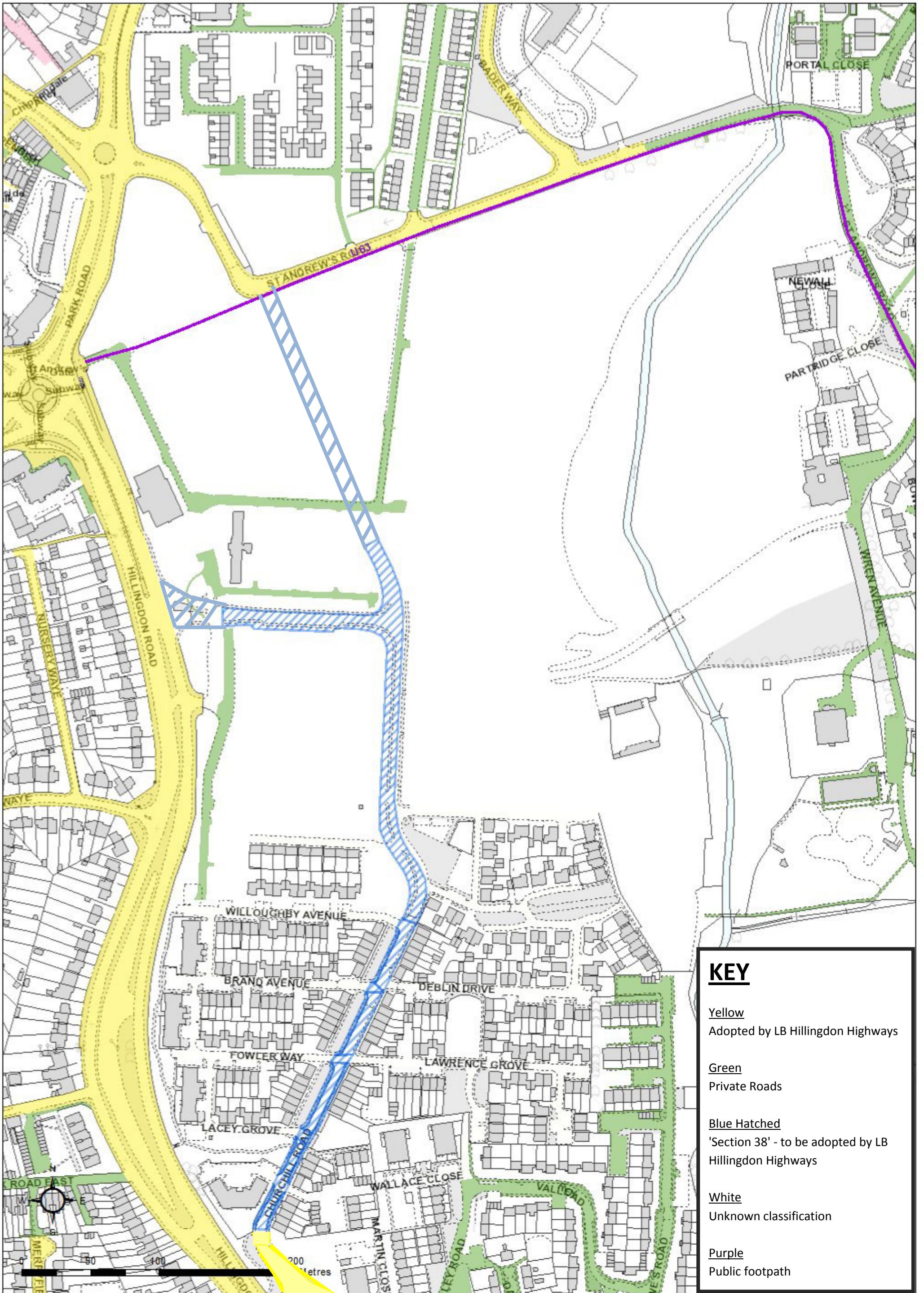
5 Summary

- 5.1 This School Travel Plan has been produced in accordance with the requirements of condition 6 of planning permission reference 585/APP/2012/2903 for the construction of a new 3 FE primary school, located along located along St Andrews Road, within the former RAF Uxbridge air base, Hillingdon
- 5.2 The Travel Plan Initiatives that will be implemented include the provision of a Travel Pack for parents and pupils, a car sharing club/database, the promotion of walking and cycling and the provision of Breakfast and After School Clubs.
- 5.3 A review of the School Travel Plan will be undertaken annually, which will include travel surveys in relation to staff and pupils, in order to provide a baseline for future initiatives and monitoring purposes. Once the document has been reviewed, an action plan will be produced for the forthcoming year.

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St Andrews Park, Uxbridge - Road Status

Appendix C



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Agenda Item 6

PETITION REQUESTING A RESIDENTS ONLY PARKING MANAGEMENT SCHEME IN CONEY GROVE, UXBRIDGE

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 a "residents only" permit parking scheme to be installed in Coney Grove, Uxbridge.
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', Education and Environmental Services Policy Overview Committee
Ward(s) affected	Brunel

2. RECOMMENDATIONS

Meeting with the Petitioners, the Cabinet Member:

- 1. Listens to their request for the introduction of a residents' only parking scheme in Coney Grove, 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 and decides if a scheme should be proposed specifically for the residents of Coney Grove, Uxbridge.**

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 20 signatures has been submitted to the Council with the following desired outcome and heading:

"Parking restrictions in Coney Grove for residents to include the adoption by the council of the 8 parking bays owned by Catalyst Housing Group."

"That the council provide controlled parking for Coney Grove UB8 3HT to include the parking bays adopted (transferred) from Catalyst Housing Group."

2. Coney Grove is situated at the junction of Harlington Road (A437) and Uxbridge Road (A4020) both roads form major routes that links Hillingdon/Uxbridge in the north to Hayes in the south and both are classified as Borough main distributor roads. Harlington Road also forms part of the A10 bus route which regularly operates between Uxbridge and Heathrow Airport. Situated opposite the junction of Coney Grove is the Prince of Wales public house which recently reopened as a Mediterranean restaurant. The location of Coney Grove is indicated on Appendix A of this report.
3. Coney Grove consists of 20 flats with what appears to be limited off-street parking areas. This petition has been signed by residents representing six different properties in Coney Grove. There are three private parking areas in the turning head of the Coney Grove, although there does not appear to be any indication that these areas are in fact private property with only a flush kerbstone separating these spaces from the adopted public highway. As part of this petition residents have asked that these private parking spaces be adopted and the parking controlled by Hillingdon Council. The Council has powers under the Road Traffic Regulation Act to manage parking on the highway which often takes the form of parking bays or yellow lines. However, this provision applies to a road or part of a road for which they are the Traffic Authority. In this case it seems that these parking areas are private so the Council's powers do not extend to these areas.
4. The Cabinet Member will recall recently hearing a petition from the residents of Harlington Road asking for a Parking Management Scheme to prevent non-residential parking which they related to the Prince of Wales public house and commuters using the A10 bus route. The outcome of this petition was to include the request on the Council's forward programme of works for consultation with residents of Harlington Road and the surrounding area. As the residents of Coney Grove are suffering the same difficulties, it was agreed that the road would be included in this area wide consultation with Harlington Road residents.

5. Following discussion with the lead petitioner however, it would appear that this request is for a scheme to be considered that is in isolation to other roads in the vicinity so that Coney Grove could effectively form its own Parking Management Scheme Zone. The Cabinet Member will be aware that when developing Parking Management Schemes the Council generally tries to introduce a scheme encompassing several roads and where possible avoid creating specific parking zones for individual streets. The purpose of this is to allow some flexibility to residents who may return home to find that no parking spaces are available in their street the option of being able to utilise parking in neighbouring roads where there may be spare capacity. However, in some cases, the Council where appropriate can progress a scheme in isolation to other roads at the instruction of local Ward Councillors and the Cabinet Member.
6. As a result of the above, it is recommended that the Cabinet Member discusses with petitioners in detail their concerns and if decides if this request for a Parking Management Scheme in Coney Grove should be progressed in isolation of other roads in the area. Alternatively Council continue to progress a scheme in conjunction with Harlington Road and any other nearby roads the local Ward Councillors feel appropriate.

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 Coney Grove or any other of the surrounding roads, funding would need to be identified from a suitable source.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

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

Consultation Carried Out or Required

If the Council subsequently investigates the feasibility to introduce parking restrictions in Coney Grove either in isolation or combined with similar requests in the surrounding area, 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 and concurs with the financial implications referred to above noting that there are no direct financial implications arising from the recommendations in the report.

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

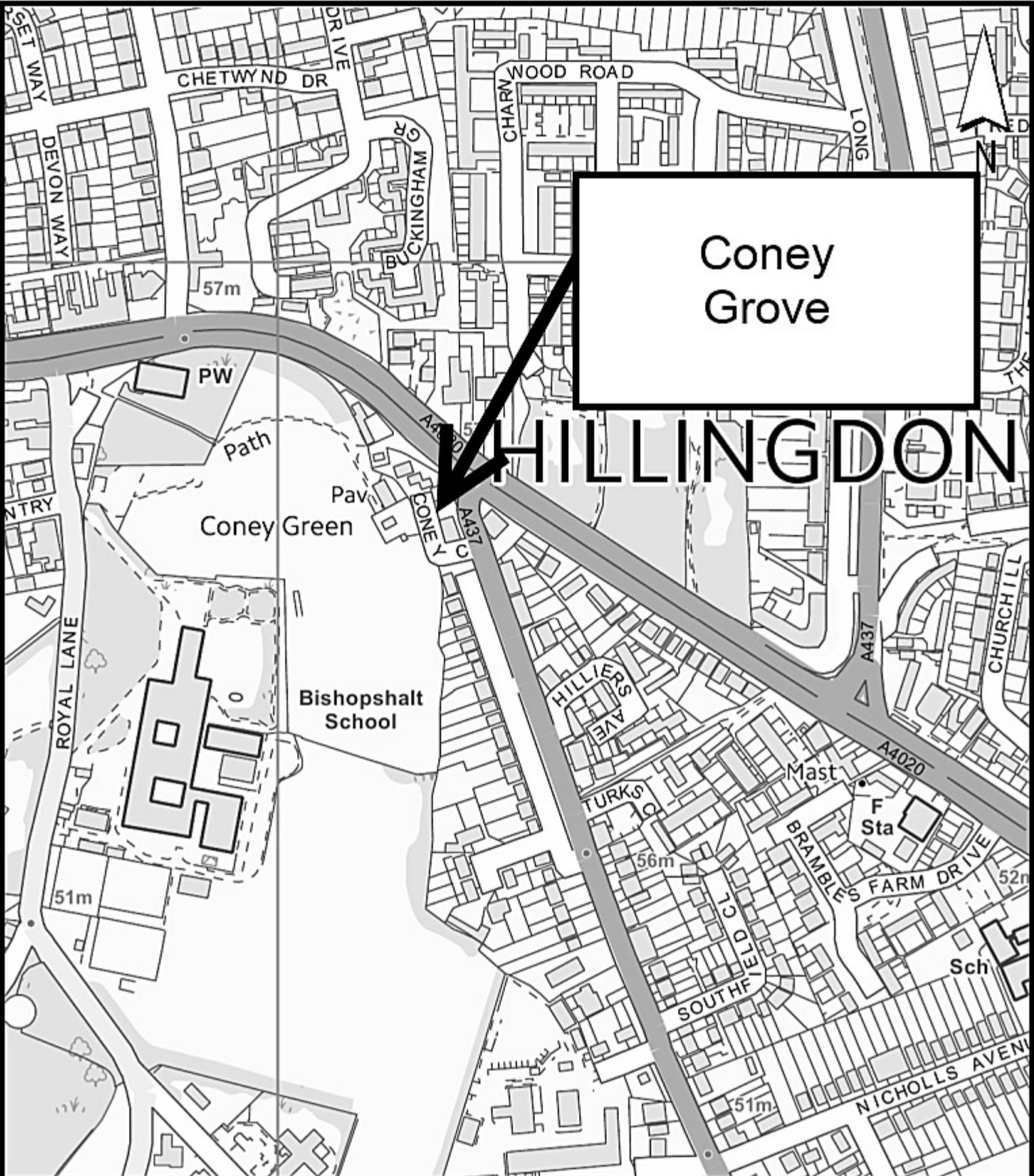
None at this stage.

6. BACKGROUND PAPERS

Petition received

Coney Grove

HILLINGDON



Coney Grove, Uxbridge
Location plan

Appendix A

Date May 2018

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Agenda Item 7

ROCKINGHAM ROAD, UXBRIDGE - PETITION CONCERNED WITH EXCESSIVE TRAFFIC SPEEDS AND PEDESTRIAN SAFETY

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 the area concerned with excessive traffic speeds and pedestrian safety on Rockingham Road, Uxbridge.
Contribution to our plans and strategies	The request can be considered as part of the Council's annual programme of road safety initiatives.
Financial Cost	Subject to the outcome of discussions with petitioners the Cabinet Member may be minded to commission speed and traffic surveys. The current cost of these is in the region of £80 to £85.
Relevant Policy Overview Committee	Residents', Education and Environmental Services Policy Overview Committee
Ward(s) affected	Uxbridge South

2. RECOMMENDATION

Meeting with the Petitioners, the Cabinet Member:

1. **Listens to their concerns with excessive traffic speeds and pedestrian safety on Rockingham Road/St John's Road, Uxbridge.**
2. **Subject to the outcome of the above, asks officers to undertake traffic surveys, at locations agreed by the petitioners and then report back to the Cabinet Member.**
3. **Asks officers in the Road Safety and School Travel Team to contact St Mary's Catholic Primary School and invite them to meet with the team in order to assist the school in developing their School Travel Plan.**

Reasons for recommendation

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

Alternative options considered / risk management

None at this stage.

Policy Overview Committee comments

None at this stage

3. INFORMATION

Supporting Information

1. A petition with 40 signatures has been received by the Council. In an accompanying statement submitted with the petition, the lead petitioner states:

"We would like to raise a concern about the lack of road safety arrangements from pedestrian crossing/lights positioned at the intersection of Oxford Road (A4020) and Rockingham Road (A4007) leading towards St Mary's Catholic Primary School.

From the pedestrian crossing on the bridge over the canal is not very safe as there are no traffic lights and the drivers do not comply with the speed limit. The crossing is very popular and very frequently used in the community as that is the only way to the school from Uxbridge Town Centre.

Furthermore, the stretch of the pavement alongside of Curry Culture Restaurant which is directly next to the main road is very narrow and hence very dangerous. Again, that is the only way to school from Uxbridge Town Centre."

2. In addition, the petition goes on to make some helpful suggestions as to what measures the petitioners would like to be considered:

"We would like to suggest some possible solutions to the existing road safety problems;

- *Speed bumps along Rockingham Road*
- *Traffic lights/safety warden at the crossing on the bridge.*
- *Railings along the pavement next to Curry Culture Indian Restaurant*

We are looking forward to hearing from you. We highly appreciate your time and interest into this matter."

3. As the lead petitioner has alluded to in their submission, Rockingham Road/St John's Road (A4007) is a major route that links Uxbridge to Iver Heath and beyond in South Buckinghamshire. Rockingham Road/St John's Road are classified as borough main distributor roads and also forms part of the No.3 bus route. The location of Rockingham Road/St John's Road is indicated on Appendix A of this report.
4. The petitioner has perhaps inadvertently detailed some of the challenges that the Council will need to consider when trying to address the petitioners' concerns, not least the fact that the width of the carriageway and footways in some sections of the road are very limited. For

example, the width of the southern footway in front of Curry Culture Indian Restaurant and the neighbouring properties narrows to approximately 1.4 metres wide. The carriageway width at this point is also just 6.2 metres wide which is just sufficient for two goods vehicles to pass. Whilst the introduction of pedestrian guard railing is an option the Council has used in other areas, the narrowness of the footway is not sufficient to install this measure and still allow access for pushchairs, mobility scooters and wheelchairs to safely use the footway. Due to the width of the carriageway at this point, there is unfortunately no opportunity to widen the footway. The northern footway is wider at this point so pedestrians have the option to use this side of the road and then use the zebra crossing immediately outside St Mary's Catholic Primary School to cross safely.

5. As the Cabinet Member is aware, the Road Safety and School Travel Team work with schools across Hillingdon on various road safety initiatives to help improve safety. This includes but is not limited to offering schools pedestrian training, cycle training, running Junior and Mini Road Safety Officer schemes at the school where the pupils champion road safety. The team also work with schools on delivering the School Travel Plans that are accredited by Transport for London. The travel plan provides an opportunity for the school community to raise safety concerns around the school and often is a pre-cursor to identifying funding opportunities for highway engineering measures to improve road safety. It is therefore recommended that the Cabinet Member asks officers to contact St Mary's School on his behalf and invite them to engage with the Council's Road Safety and School Travel Team to work on their School Travel Plan.
6. It is clear that the petitioners are also concerned about vehicle speeds along Rockingham Road. It is therefore suggested that the Cabinet Member meets with petitioners and listens to their concerns in greater detail. Subject to the outcome of these discussions the Cabinet Member could recommend undertaking independent speed and traffic surveys on Rockingham Road/St John's Road, at locations to be agreed with the petitioners and Ward Councillors, in order to help inform any possible solutions and to also assist colleagues in the Police Service to identify possible resources for targeted enforcement.

Financial Implications

If the Cabinet Member is minded to agree to undertake independent speed and traffic surveys the cost is usually in the region of £80 to £85 per location which could be funded through an allocation for the transportation and projects service. If works are subsequently required, suitable funding will need to be identified within the Road Safety programme.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

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

Consultation Carried Out or Required

None at this stage.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed the report and concurs with the financial implications outlined above, noting that the proposed traffic surveys will be funded from the 2018/19 approved budget for the transportation service.

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

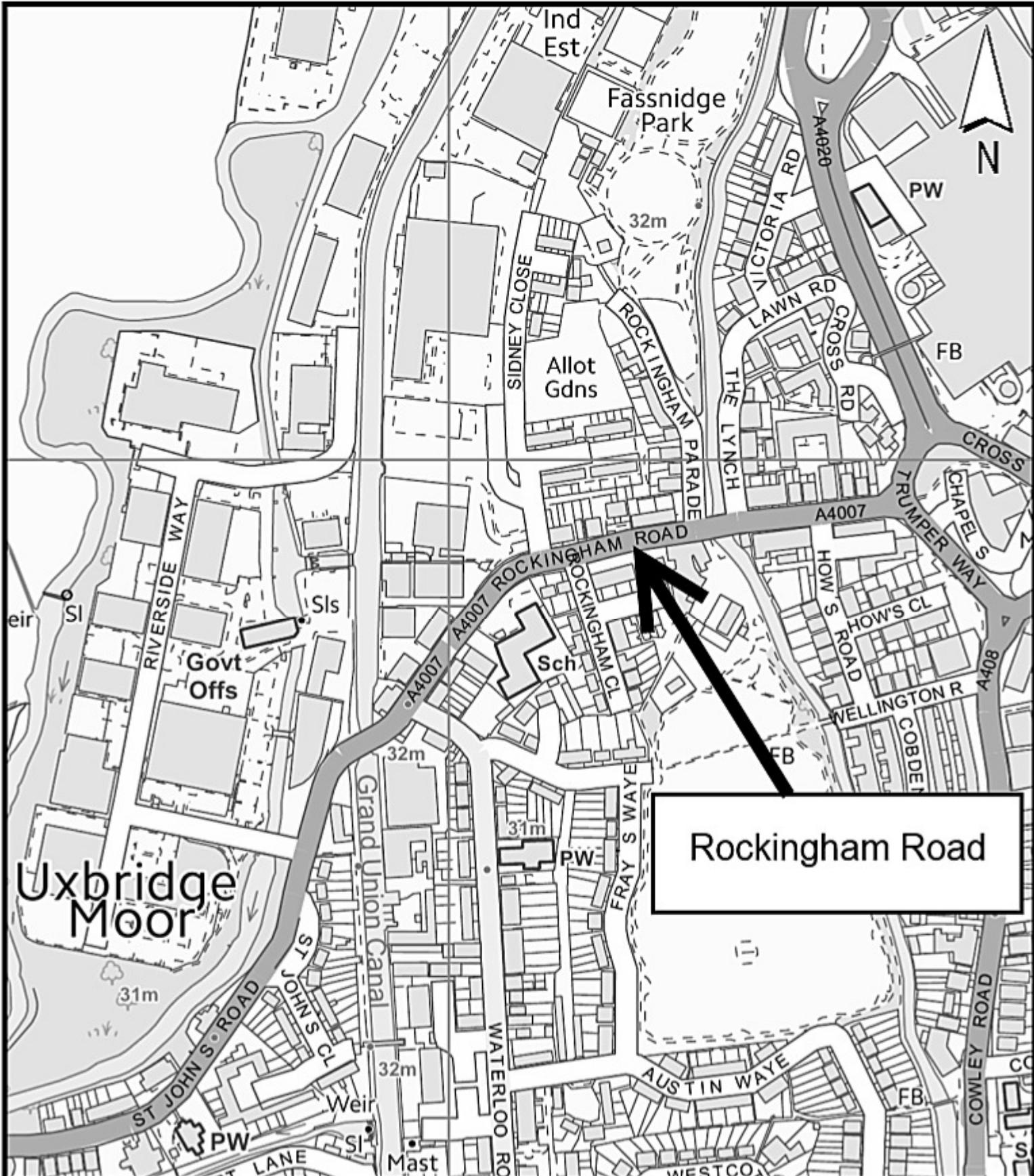
There are no corporate property and construction implications arising from the recommendations in this report.

Relevant Service Groups

None at this stage

6. BACKGROUND PAPERS

Petition received



Rockingham Road, Uxbridge
Location plan

Appendix A

Date June 2018

Scale 1:4,000

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PETITION 'WEST END ROAD BUS STOP SOUTH OF WINGFIELD WAY'

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation and Recycling
Officer Contact(s)	Alan Tilly - Residents Services
Papers with report	Appendix A – Location Map West End Road south of Wingfield Way

HEADLINES

Summary	To advise the Cabinet Member of the petition expressing concern about the northbound bus stop along West End Road south of Wingfield Way.
Putting our Residents First	This report supports the following Council objectives of: <i>Our People; Our Natural Environment; Our Built Environment; Our Heritage and Civic Pride; Strong financial management. The Hillingdon Local Plan: Part One – Strategic Policies 2012; London Borough of Hillingdon LIP Delivery Plan 2013/14 to 2016/17.</i>
Financial Cost	There are no financial implications of this report at this stage.
Relevant Policy Overview Committee	Residents' Education, and Environmental Services Policy Overview Committee.
Relevant Ward(s)	South Ruislip.

RECOMMENDATIONS

That the Cabinet / Cabinet Member(s):

1. Meets with and listens to the petitioners' concerns;
2. Advises petitioners that bus stops and bus stop infrastructure are principally the responsibility of Transport for London (TfL) and their subsidiary London Buses;
3. Notes that the bus stop in West End Road near Wingfield Way was slightly altered to accommodate a shared cycle/ footway which, as the Cabinet member will be aware, was implemented in response to an earlier petition from local residents;

4. Notes that as part of the scheme referenced under (3) above, the bus stop has been subject to a road safety audit and a bus stop accessibility audit both 'before' and 'after' implementation of the scheme, and the layout was found to be in accordance with current design standards;
5. Notes that in response to enquiries by the Council in the wake of the petition, the police stressed the road safety importance of clear sight-lines between drivers travelling north along A4180 West End Road and drivers leaving Wingfield Way;
6. Notes that locating the bus shelter further away from the carriageway would significantly compromise the design standard for the width of the shared use path width behind it;
7. Notwithstanding the above, asks officers to consider any further testimony from petitioners, and if deemed appropriate, to undertake further investigation and report back to him.

Reasons for recommendations

To give the Cabinet Member the opportunity to discuss with the petitioners' their concerns and aspirations.

To investigate in further detail the potential to address the petitioners' concerns.

Alternative options considered / risk management

Options will be discussed with the petitioners.

Policy Overview Committee comments

None at this stage.

SUPPORTING INFORMATION

1. A petition with 34 valid signatures has been received by the Council from residents who live in the vicinity of the bus stop along West End Road south of Wingfield Way, South Ruislip. Petitioners are raising concern regarding the design of the bus stop. The petition is worded as follows:

"We the undersigned residents request that the Cabinet Member for Transport and Planning gives consideration to an issue raised by residents in the West End Road area. The bus stop adjacent to Wingfield Way was moved. It now has its open side towards the major traffic on West End Road. Residents are afraid to use the bus stop because of the danger caused by the vortex created by passing lorries - some have to get a taxi to their shopping. NOTE The bus stop just off the Polish War Memorial roundabout is

turned so the closed side of the bus stop backs onto the road - the request is to turn the other bus stop similarly to create a safer refuge for travellers."

2. The Cabinet Member may recall hearing two previous petitions, one of which sought the creation of dedicated cycle routes in West End Road and Victoria Road. At that time, the lead petitioner appeared before the Cabinet Member and their testimony included statements that:
 - There was insufficient space on West End Road for cyclists to use the road safely and allow for traffic to pass by on either side of the road;
 - The petitioner had spoken to school children and their parents and they had confirmed that more people would cycle if there were better local provision;
 - Motorists tended not to provide cyclists with sufficient room on the busiest roads and this posed a danger to them and a general road safety concern given the increased probability of accidents; and
 - It was suggested that local cycle paths should be linked from West End Road to the A40.
3. In the report which accompanied that petition, the Cabinet Member heard that in the preceding three years, there had been a total of 53 personal injury accidents in West End Road, four of which involved pedal cyclists. All pedal cycle accidents resulted in slight injuries, but all of these involved collisions with cars. With the support of the local Ward Members the Cabinet Member instructed officers to progress with a study to develop proposals to introduce appropriate measures to benefit cyclists who wished to use West End Road.
4. Using the Council's Transport for London Local Implementation Plan budget allocation for 2016/17, the footway on the western side of West End Road between the Polish War Memorial roundabout and Station Approach was upgraded to become a shared use path for pedestrians and cyclists. Works included widening the footway to provide ample room for pedestrians and cyclists to pass, new tactile paving and dropped kerbs wherever the shared use footway crosses side roads together with the appropriate shared use footway signing and resurfacing.
5. The shared use path along the western side of West End Road was introduced both in response to the previous petition referred to above and in preparation of Transport for London's (TfL's) aspiration to widen the northbound exit of the A4180/ A40 Polish War Memorial roundabout. Transport for London is the Highway Authority for the Polish War Memorial roundabout located at the southern end of the scheme. The northbound exit widening works proposed will reduce the space available to cyclists using West End Road placing them in a vulnerable situation. This could be overcome by widening the footway and convert it into shared use by pedestrians and cyclists.
6. In accordance with normal practice, the design proposals for the shared use path were approved and subjected to formal capital release, and Ward Members were consulted, all of whom supported the scheme strongly. The measures were developed with the input of London Buses and the Metropolitan Police, and were subjected to a formal (and completely

independent) Stage I, II and III Road Safety Audit. As the Cabinet Member will be aware, these Road Safety Audits are undertaken by an external team who have played no part in the original design, and they therefore provide a completely independent overview of the design.

7. The new shared use path was successfully implemented and forms part of the adopted highway which is owned and maintained by the London Borough of Hillingdon (LBH).
8. Ward Members expressed their satisfaction with the solution of the shared footpath along West End Road. They added that the shared pathway now gives children, particularly from Bourne School, a safe passage for their journey to and from school and suggested that pedestrians can use the other side of the road if they do not like the idea of sharing.
9. A second petition was concerned with the consultation process. It had 127 signatures of which just 23 (18%) were from people that actually live along West End Road and therefore could be considered as those most directly affected. The other signatures (82%) were from residents along Masson Avenue, Glebe Avenue, Wingfield Way and Mahlon Avenue. Officers contacted the lead petitioner, who lives in Mahlon Avenue, not West End Road, to discuss the concerns further. The petition was formally heard by the Cabinet Member in March 2018.
10. The Cabinet Member listened to their concerns and resolved to re-install bollards to ensure proper use of the path. New bollards have now been introduced.
11. This petition is specifically concerned with the bus shelter and its location at the northern end of the shared use path. The path is at its narrowest at this location and any further width restriction would result in its width being well below the minimum standard recommended in the London Cycling Design Standards.
12. In response to the letter acknowledging receipt of the petition, the lead petitioner telephoned the Council on 26 March 2018 to make some further observations as set out below:
 - *There is a local wheelchair user who has no space to wait at the bus stop;*
 - *A partially blind local resident has said he is too frightened to use the bus stop;*
 - *Mothers with young children are scared to sit there in case the child runs out into the road;*
 - *The bus shelter has no side panels to protect people from the rain;*
 - *In wet conditions cars can splash people waiting at the bus;*
 - *Vehicles which could easily clip people waiting at the bus stop or mount the pavement; and*
 - *People stand behind the shelter rather than using it.*
13. Following receipt of the petition officers reviewed the Safety Audit Report and carried out a new Accessibility Audit upon receipt of the petition and considered the additional points raised by the lead petitioner. Safety audits had been carried out at the design stage and

post scheme implementation. Both audits confirmed that the bus shelter was considered both by the designers and the independent auditors to be located in a safe position.

14. The post scheme safety audit explicitly considered the petitioners' request for side panels. However, both the police and the safety auditors were reluctantly of the view that such side panels would obstruct the sightlines and potentially create an unsafe situation between northbound drivers and drivers leaving Wingfield Way.
15. The accessibility audit was carried out on 3rd April 2018. The audit included a site visit by the Council's 'Principal Access Officer', who is a wheelchair user himself, an 'Asset Operations Officer' from Transport for London, the scheme designer and a London Borough of Hillingdon Senior Transport Planner. These officers considered the potential for relocating the shelter further away from the road to create more space for passengers to wait, board and alight from buses. It was concluded that it would also be possible to introduce side panels if the shelter would be moved backwards. However, moving the shelter backwards would reduce the width of the shared use path well below the minimum standard in the London Cycling Design Standards and therefore undermine the purpose of the shared use path construction.
16. The results of both audits were reported to the Cabinet Member for Planning, Transportation and Recycling for his consideration during a meeting in May 2018. The Cabinet Member decided at that meeting to invite the petitioners to a petition hearing enabling him to take a balanced view on all issues brought to his attention before taking any further decisions.

Financial Implications

There are no financial implications associated with the recommendations to this report. However if there were costs to arise with a result from further investigations there will be no financial implications to Council resources as the costs will be funded from the 2017/18 TfL LIP Programme subject to the Capital Release process.

RESIDENT BENEFIT & CONSULTATION

The benefit or impact upon Hillingdon residents, service users and communities?

The hearing will allow for consideration of petitioners' concerns with the new facilities and possible changes to the design.

Consultation carried out or required

None at this stage.

CORPORATE CONSIDERATIONS

None at this stage.

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 concerns, which amounts to an informal consultation. A meeting with the petitioners is perfectly legitimate as part of a listening exercise. 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.

Section 122 Road Traffic Regulation Act means that the Council must balance the concerns of objectors with their statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic.

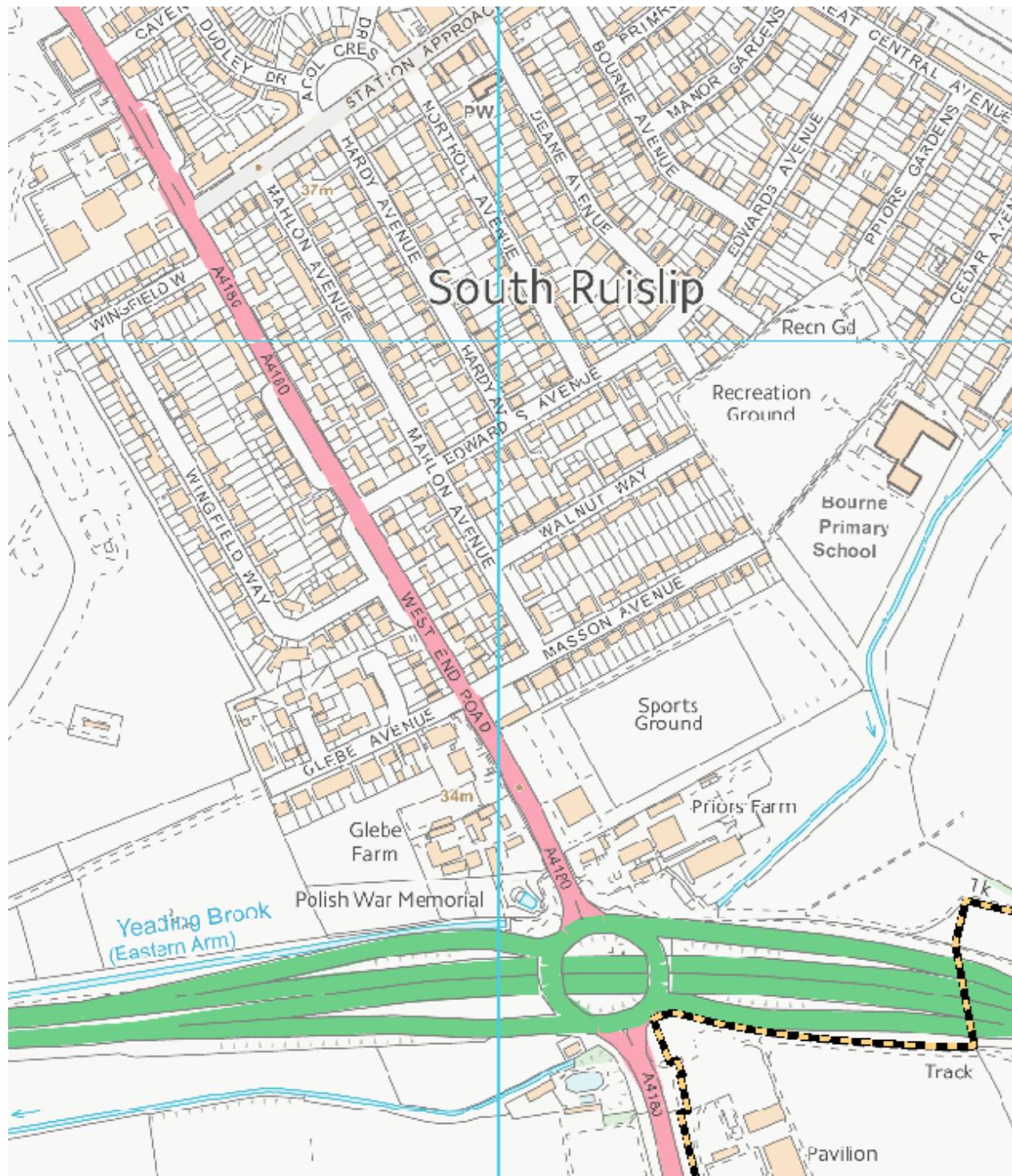
The outcome of any previous consultation should not prejudice the consideration of responses received in relation to the informal consultation or any future consultation.

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

Petition 785.

Appendix A: Location Map West End Road south of Wingfield Way



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Agenda Item 9

PETITION REQUESTING A RESIDENTS' PERMIT PARKING SCHEME IN MERTON AVENUE, HILLINGDON

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 requesting the introduction of a residents' permit parking scheme in Merton Avenue, 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', Education and Environmental Services Policy Overview Committee.
Ward(s) affected	Hillingdon East

2. RECOMMENDATIONS

Meeting with the Petitioners, the Cabinet Member:

- 1. Listens to their request for the introduction of a residents' permit parking scheme in Merton Avenue, Hillingdon.**
- 2. Subject to the outcome of the above, decides if the request for a residents' permit parking scheme to introduced in Merton Avenue, Hillingdon and possibly roads in the surrounding area should be added to the Council's future parking scheme programme for further investigation and more detailed consultation 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 24 signatures has been submitted to the Council. Included in a covering letter the lead petitioner has made the following statement:

"All of the signatures obtained, live between the junctions of Victoria Avenue and Merton Way, which is where most of the problems have occurred. Most of the residents who reside between Merton Way and Windsor Avenue have not had the same levels of issues and I would like to enquire whether the Residents' Permits would be able to cover the first half of the road if necessary.

I know that the residents in Richmond Avenue have also suffered with the same problems. When residents were given the vote several years ago, those residing in Victoria Avenue voted overwhelmingly to have Residents' Permits. For some of us, it was obvious that the parking issues would then move on to our roads, which is exactly what happened!

If the council put this to the vote again, could you please explain to all residents the facilities for visitors, (ie the book of temporary permits and the cost of these), highlight that the parking restrictions only apply during office hours and not evenings and weekends and the benefits of introducing such a scheme, which I highlighted on the petition.

Further to an email to your councillors last year, the council installed double yellow lines on the junctions with Merton Way and Victoria Avenue, which has greatly improved the safety and I believe that the installation of Parking Permits will improve on this to a greater extent."

2. The location of Merton Avenue in relation to the existing North Hillingdon Parking Management Scheme is indicated on Appendix A of this report. As the road is on the periphery of the existing scheme it forms an attractive area for non-residents to park. All of the signatures which form this petition are from residents who live towards the western end of Merton Avenue, Hillingdon and represent 12 individual households. As mentioned by the lead petitioner, it is the residents living towards this end of the road that are more likely to be experiencing difficulties with non-residential parking, whilst the residents at the opposite end of the road may currently have no such issues.
3. The Cabinet Member will be aware that previously, residents in this area were consulted to see if they would like to consider being included in a possible extension to the North Hillingdon Parking Management Scheme. However, proposals to introduce parking restrictions in Merton Avenue were never progressed due to the evident lack of support indicated by those who responded to the Council's consultations. Given that the previous consultations in this area

were carried out more than 10 years ago and further parking restrictions in other nearby roads have since been introduced, residents' opinions are likely to have now changed.

4. 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 see if residents would like to reconsider proposals for a parking scheme in Merton Avenue. As is common practice, investigations could be combined along with any other nearby roads that the local Ward Councillors feel may benefit from parking controls. The outcome of this future consultation can then be analysed in detail to see if would be possible to recommend proposing a scheme over a viable area.

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 Merton Avenue, Hillingdon or any other of the surrounding roads, funding would need to be identified from a suitable source.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

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

Consultation Carried Out or Required

If the Council subsequently investigates the feasibility to introduce parking restrictions in Merton Avenue, Hillingdon and the surrounding area, 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 and concurs with the financial implications referred to above noting that there are no direct financial implications arising from the recommendations in the report.

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

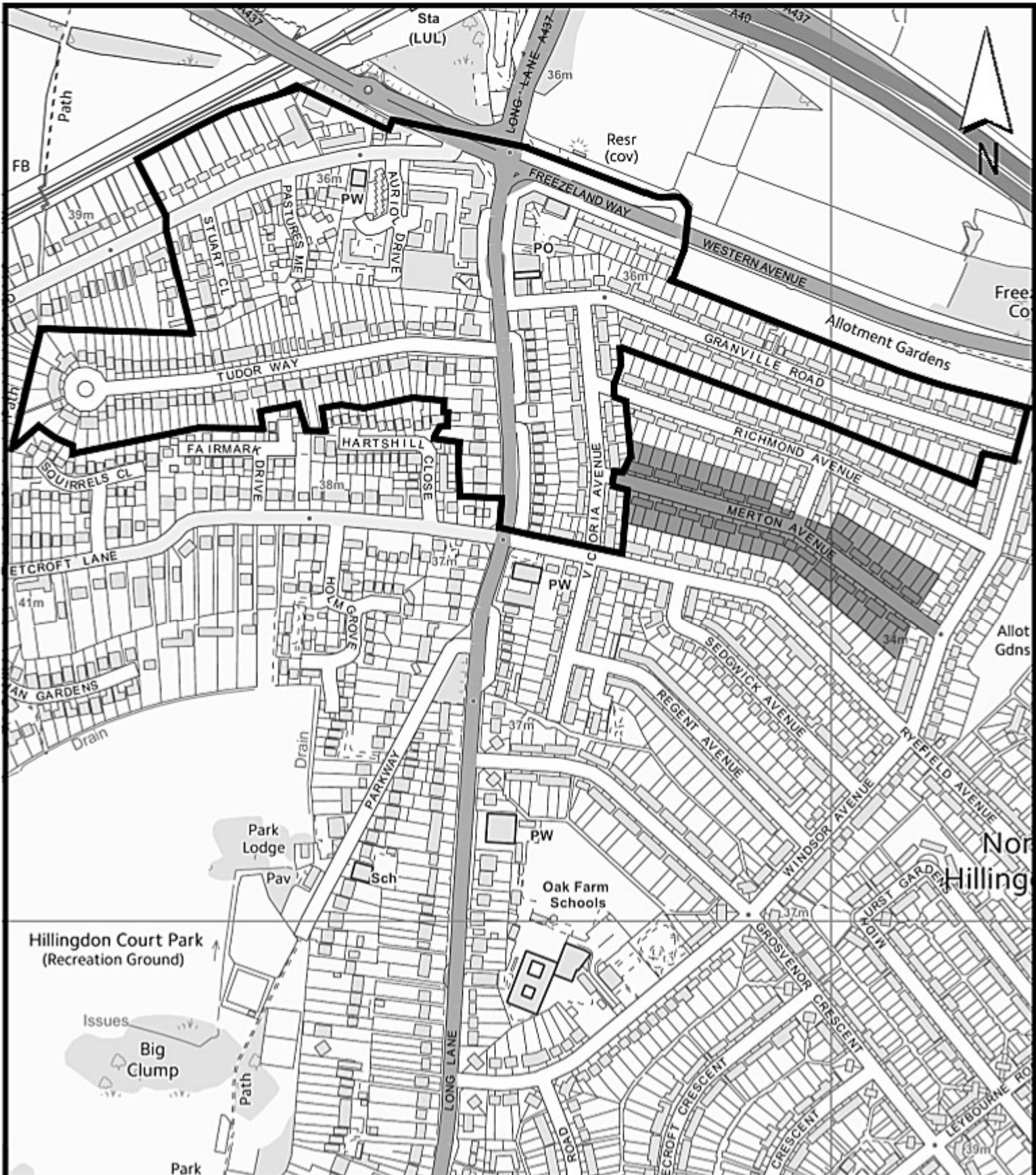
None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition dated - 17th April 2018



North Hillingdon Parking Management Scheme

Appendix A

Date June 2018

Scale 1:6,000



Extent of the North Hillingdon Parking Management Scheme



Location of Merton Avenue, Hillingdon

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