



HILLINGDON
LONDON

A

Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

Date: WEDNESDAY, 12 SEPTEMBER 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 (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, 4 September 2018

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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

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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 To Extend The Parking Management Scheme Operational Times On Colnedale Road, Uxbridge	Uxbridge North	1 - 8
5	7pm	Petition Requesting A Residents Only Parking Management Scheme In Ryefield Avenue, Hillingdon	Hillingdon East	9 - 14
6	7.30pm	The Fairway, South Ruislip - Petition Requesting Traffic Calming Measures	South Ruislip	15 - 20
7	8pm	Tavistock Road, Yiewsley - Petition Concerned With Excessive Traffic Speeds And Pedestrian Safety	Yiewsley	21 - 26
8	8pm	Petition Regarding Traffic Calming and Parking Management Scheme in Bath Road, Longford Village	Heathrow Villages	27 - 32

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Agenda Item 4

PETITION TO EXTEND THE PARKING MANAGEMENT SCHEME OPERATIONAL TIMES ON COLNEDALE ROAD, UXBRIDGE

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	Appendices A & B

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition requesting an extension to the days and times that the Parking Management Scheme operates in Colnedale Road, 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 direct financial implications arising from the recommendations of this report.
Relevant Policy Overview Committee	Residents', Education and Environmental Services.
Ward(s) affected	Uxbridge North

2. RECOMMENDATIONS

Meeting with the petitioners, the Cabinet Member:

- 1) considers the request to extend the days and hours that the Parking Management Scheme operates in Colnedale Road, Uxbridge.**
- 2) subject to discussion with petitioners, decides if the request for extended operational times should be added to the Council's future parking scheme programme for informal consultation on a possible area agreed with Ward Councillors**

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 can be discussed with petitioners.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 27 signatures has been submitted to the Council under the following heading: "*Parking petition - Colnedale Road, Uxbridge, UB8 1PA - To extend parking permit from 9am to 5pm Monday to Friday*". However, the lead petitioner subsequently contacted the Council and requested the following: "*We unfortunately fell a day short with our parking petition in Colnedale Road. Could we please extend our proposed ban to include Saturdays, a very busy and difficult time in our area?*"

2. In a covering letter the lead petitioner states:

"For residents in Colnedale Road on North Uxbridge it is sometimes impossible to find a parking place in the bays here because they are all taken up by outsiders.

"Those might be people who work in Uxbridge and park here to avoid the 11am to 12 noon ban on those who have permits to park in the adjoining Harefield Road (zone 1) but park in Colnedale Road (zone 7) but never get a ticket for this offence!

"Sometimes they, or maybe visitors, are here all day and late into the night, causing mayhem for us who live here, especially old folks like me who pay for permits because we have no off-street parking and often have to carry home heavy shopping in the dark and wet weather from may be an odd spot quite far away. (I myself am sometimes afraid to go out in my car for fear of being unable to get in a bay on my return).

"Us residents fear that this dire situation will be quite severely worsened when the 15 planned apartments are built in Harefield Road, opposite Colnedale Road, in the coming months. Yes, those occupants will have their own parking spaces, but only one per apartment, so they and any visitors they have can only make things worse and more worrying for us in Colnedale Road.

"Would it be possible, please, for our ban to be extended here to operate from 9am to 5pm, just like those on other roads between here and Uxbridge? This would be such a help."

3. The existing Parking Management Scheme was implemented in March 2006 following both an informal and formal consultation with residents. Attached to this report as Appendix B is a plan showing the parking zones in the Uxbridge North area. Colnedale Road is a residential road that links Harefield Road to Uxbridge Common and is just a short walk to local sports facilities and Uxbridge College. A plan of the area is attached as Appendix A.

4. As the lead petitioner correctly alluded to in their submission, Zone 'U7' is currently operational Monday to Friday 11am - Midday whilst the adjoining parking Zone 'U1' operates Monday to Saturday 9am-5pm and Zone 'U8' operates Monday to Friday 9am-5pm.

5. From the petition it would appear, however, that the general situation on the area may have changed and evolved over the last 12 years since the scheme was implemented and, as a result, the pressures on parking have increased and residents, quite reasonably, would like the Council to consider extending the operating times in Colnedale Road.

6. It is, therefore, recommended that the Cabinet Member discusses with petitioners their concerns and, if considered appropriate, asks officers to add this request to the future parking scheme programme for a further informal consultation. It is suggested that officers liaise with the local Ward Councillors and seek their views on whether nearby roads in Zone 'U7' should also be included in a possible further informal consultation on extending the operating days and times of the Parking Management Scheme.

Financial Implications

There are no financial implications associated with the recommendations to this report. If works are subsequently required, suitable funding will be identified from within the parking programme.

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 has to address these concerns.

Consultation Carried Out or Required

None at this stage.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and concurs that there are no direct financial implications arising from the recommendations contained within.

Legal

There are no special legal implications for the proposal to informally consult residents on possible amendments to the current 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

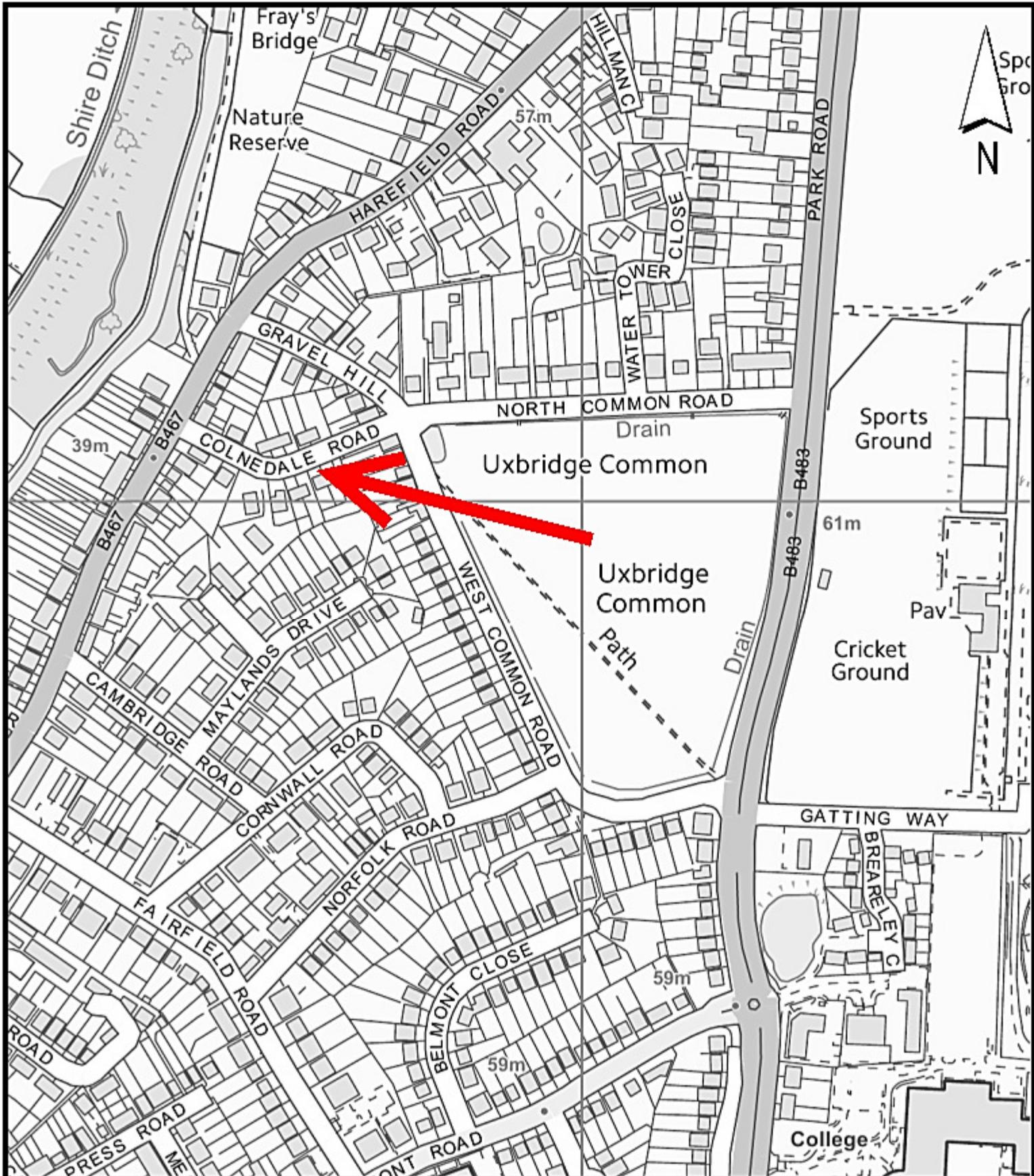
None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received.



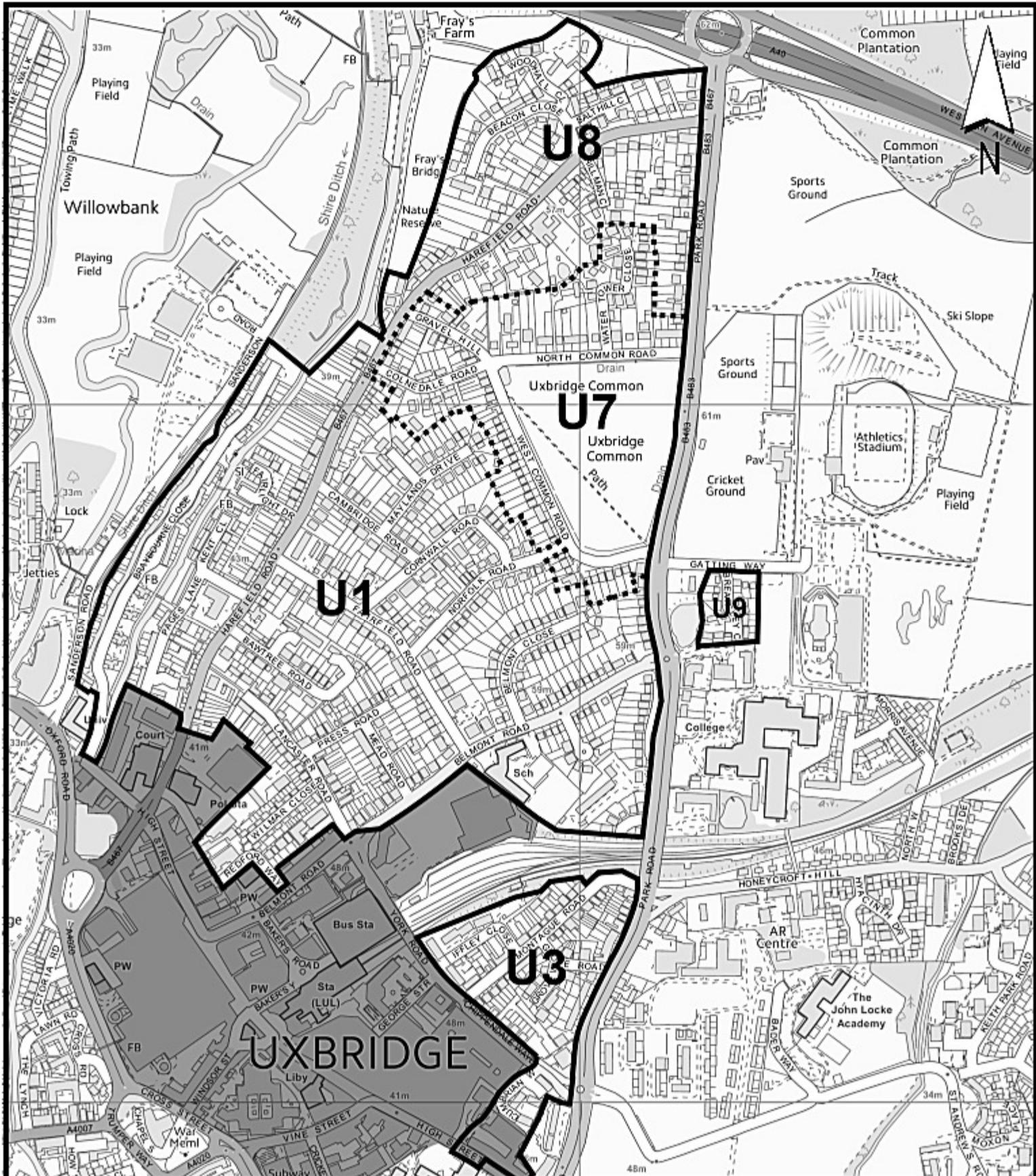
Colnedale Road, Uxbridge - Location plan

Appendix A

Date August 2018

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Uxbridge North Parking Management Scheme

Appendix B

Date August 2018

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Extent of the Uxbridge North Parking Management Scheme Zones U1, U3, U7, U8 and U9



Extent of the towncentre scheme



Internal zone boundary

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Agenda Item 5

PETITION REQUESTING A RESIDENTS ONLY PARKING MANAGEMENT SCHEME IN RYEFIELD 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
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 Ryefield 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 direct financial implications associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents', Education and Environmental Services
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' only parking scheme on Ryefield Avenue, Hillingdon.
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 or include this in the wider area study currently being undertaken.

Reasons for recommendation

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.

PART I - MEMBERS, PUBLIC AND PRESS

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 21 signatures has been submitted from residents of Ryefield Avenue, Hillingdon under the following heading:

"We the undersigned would like Hillingdon Council to consider installing a Residents Parking scheme in Ryefield Avenue."

"The number of vehicles parking outside residential properties have increased recently following installation of the Stop and Shop Parking Scheme in Ryefield Avenue."

2. Ryefield Avenue is one of the main access roads on the Oak Farm Estate. The road is mainly residential but also benefits from local amenities including a church, a local shopping parade, school and green spaces. The location of Ryefield Avenue is indicated on Appendix A of this report. The 21 signatures represent 12 households all close to local businesses.

3. As the Cabinet Member will be aware, the local shopping parade has recently benefitted from significant Council investment in improving the public realm including the installation of new pavements, private forecourt upgrades, new street furniture and lighting, the implementation of a "Stop and Shop" parking scheme and a central median strip to deter double parking. In addition, seven local businesses took advantage of the popular shop front grant to transform their shop's frontages.

4. In November 1997, the Parking Sub-Committee decided that following a petition submitted by residents of Windsor Avenue and Ryefield Avenue, the enforcement of footway parking should be suspended to allow residents to park where the pavements are at their widest. In the section of Ryefield Avenue where the petitioners live, the footways vary in width of between 2 metres and 2.8 metres. As a result, parking generally takes place on the carriageway at this point.

5. As the lead petitioner has alluded to, the recent "Stop and Shop" parking scheme that was implemented along Ryefield Parade has been well received by businesses, the residents' association and local Ward Councillors. Officers from the Council's Town Centre Improvements and Community Engagement Team have observed a greater turn-over of parking spaces and improved parking compliance. However, some motorists that may have chosen to previously park in front of the parade all day may now have moved to other areas along Ryefield Parade.

6. As a result of the above, it is recommended that the Cabinet Member discusses with petitioners in detail their concerns and, if considered appropriate, asks officers to add this request to the future parking scheme programme. 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. As the Cabinet Member is aware, the Council has recently commissioned an independent area wide study by the Council's specialist Transport Consultants, Project Centre Ltd, who is currently preparing a report on the results of some informative dialogue with businesses, residents and other organisations. Subject to the

outcome of the discussions with petitioners, the Cabinet Member may be minded to include the request for Residents' Parking in the wider study.

Financial Implications

There are no direct financial implications associated with the recommendations to this report. However, if the Council were to consider the introduction a Parking Management Scheme in Ryefield Avenue or any other of the surrounding roads, funding will 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 Ryefield Avenue 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 that there are no direct financial implications arising from the recommendations contained within.

Legal

There are no specific legal implications for the proposal to informally consult residents on parking restrictions. Informally consulting residents is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage.

In considering any informal consultation responses, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer's recommendations. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

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

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

Corporate Property and Construction

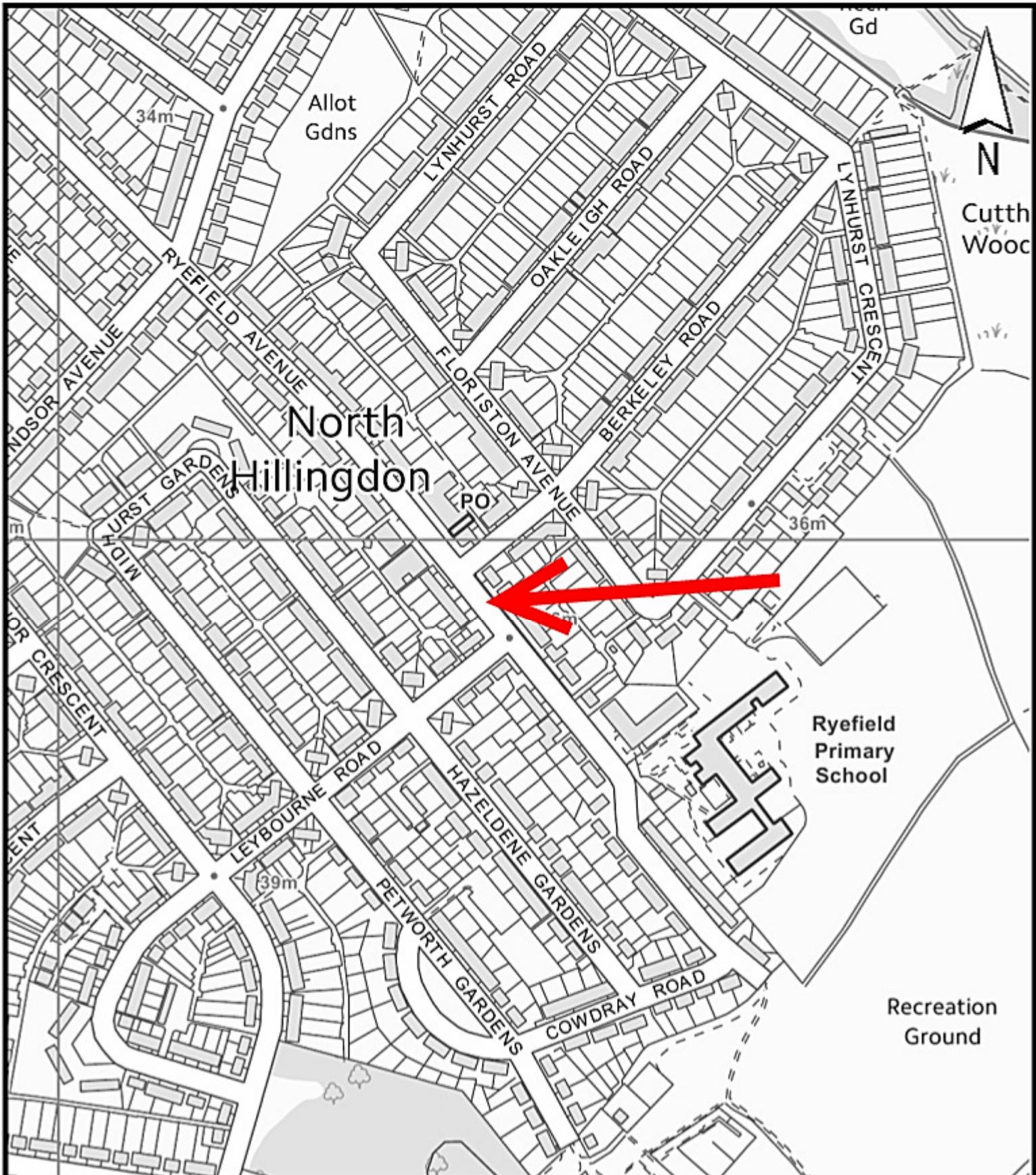
None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received.



Ryefield Avenue, Hillingdon Location plan

Appendix A

Date August 2018

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HILLINGDON
LONDON



Approximate section of Ryefield Avenue that
this petition refers to

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Agenda Item 6

THE FAIRWAY, SOUTH RUISLIP - PETITION REQUESTING TRAFFIC CALMING MEASURES

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	Steven Austin, Residents Services
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 Fairway, South Ruislip requesting traffic calming measures to alleviate speeding vehicles.
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.
Ward(s) affected	South Ruislip

2. RECOMMENDATIONS

Meeting with the petitioners, the Cabinet Member:

1. **listens to their concerns with excessive traffic speeds in The Fairway.**
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.**

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.

PART I - MEMBERS, PUBLIC AND PRESS

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with a total of 88 signatures from residents of The Fairway and nearby local roads has been received by the Council under the following heading: "*The undersigned residents request a proposal to be considered to install speed bumps as a traffic calming measure to alleviate speeding of cars and motor bikes that cause a potential hazard to other road users and pedestrians in The Fairway between Long Drove and Queen's Walk*".
2. The Fairway is a mainly residential road and is in some way split into two sections. The first section connects Long Drive and Queens Walk and this part of the road benefits from a Parking Management Scheme. The second section continues from Queens Walk through to Field End Road and is a straight section of road with a carriageway width of approximately 7.5 metres bounded on both sides by a grass verge and footway of approximately 3.9 metres. A plan of the area is attached as Appendix A to this report.
3. The petition is asking for traffic calming measures in the section of The Fairway between Long Drive and Queen's Walk. Police recorded collision data for the three years to the end of December 2017 (the latest information available) provides details of two incidents in the area. The first occurred at the junction of the Fairway and Long Drive in June 2015 in which only one vehicle was involved. The second collision occurred at the junction of The Fairway and Queens Walk and involved two vehicles and this resulted in a slight injury to one of the drivers.

4. It is clear from the petition that residents are concerned about vehicle speeds and have taken the opportunity to put these in a petition. 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 The Fairway, at locations to be agreed with the petitioners, in order to help inform any possible solutions.

Financial Implications

If the Cabinet Member is minded to agree to undertake independent speed and traffic surveys, the cost is usually in the region of £80 to £85 per location which will be funded through an allocation from within the Transportation Service. If works are subsequently required, suitable funding will also be identified from within the Transportation Service.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

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

Consultation Carried Out or Required

None at this stage.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and concurs with the Finance comments above.

Legal

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

In considering any informal consultation responses, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer recommendation. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

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

Corporate Property and Construction

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

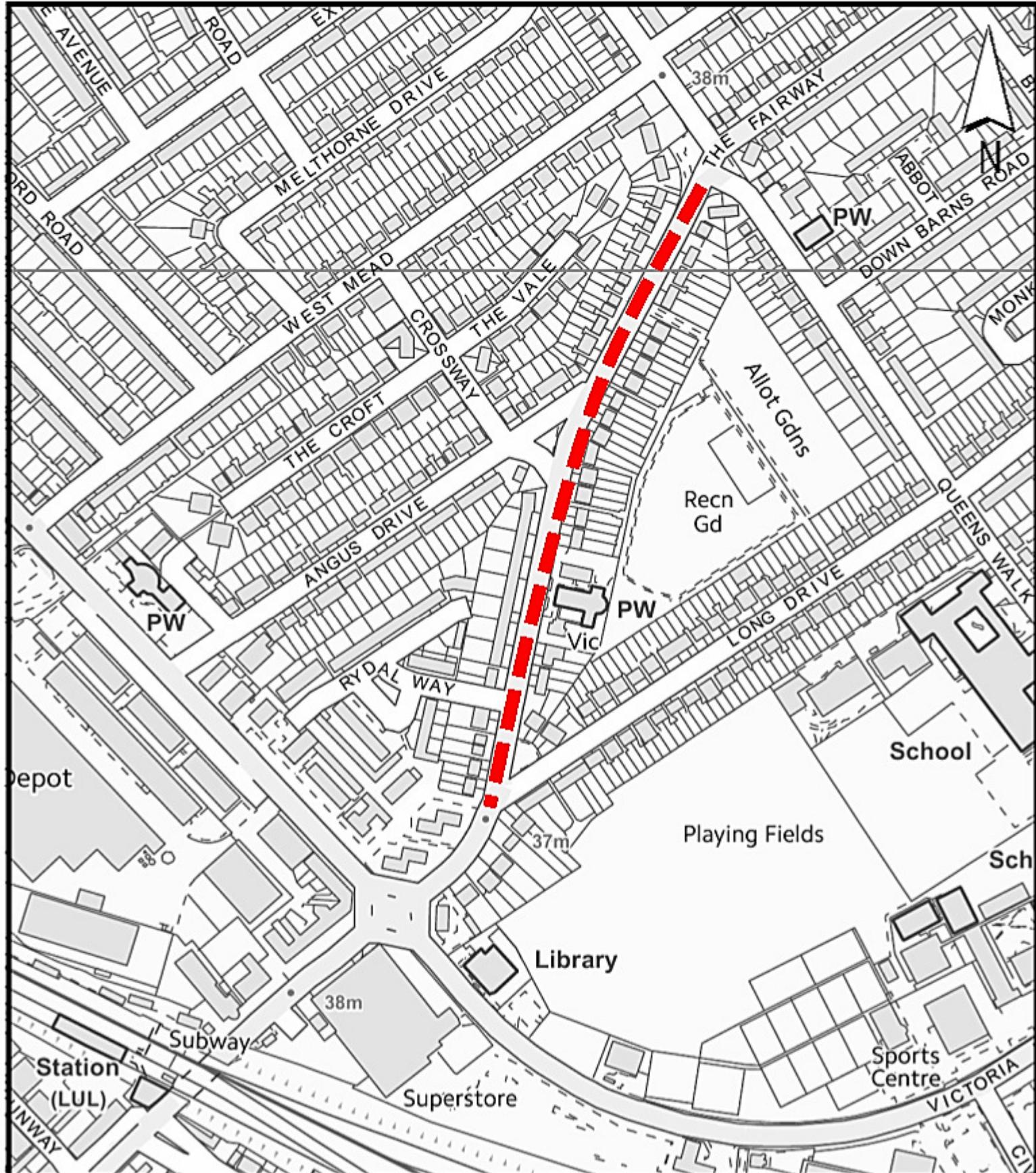
Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received.

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The Fairway, South Ruislip Petition requesting traffic calming measures

Appendix A

Date August 2018

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Section of The Fairway between
Long Drive and Queens Walk,
South Ruislip

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Agenda Item 7

TAVISTOCK ROAD, YIEWSLEY - 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 Tavistock Road concerned with excessive traffic speeds and pedestrian safety.
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 and can be funded from existing budgets within the Transportation Service.
Relevant Policy Overview Committee	Residents', Education and Environmental Services.
Ward(s) affected	Yiewsley

2. RECOMMENDATIONS

Meeting with the petitioners, the Cabinet Member:

1. listens to their concerns with excessive traffic speeds and pedestrian safety on Tavistock Road, Yiewsley.
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.

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.

PART I - MEMBERS, PUBLIC AND PRESS

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 29 signatures has been received by the Council from residents of Tavistock Road, Yiewsley under the following heading:

"To prevent dangerously speeding traffic in Tavistock Road in order to protect the young families and elderly residents.

"To have a 20mph speed limit for the whole length of Tavistock Road and possibly split speed humps in the areas away from the residential properties so that speed reduction can be implemented without the noise of vehicles bumping over them and preventing residents' enjoyment of their properties."

2. Tavistock Road is a mainly residential road in the section to the north of Winnock Road. Historically, to the south of Winnock Road, there were light industrial units, office space and some retail units, although some of these business premises have now gone and the land is being developed for residential properties. The location of Tavistock Road is indicated on Appendix A of this report.

3. The carriageway in Tavistock Road is approximately 5.5 metres wide at its narrowest point and up to a maximum of 9.1 metres at its widest point and is bounded on both sides by a footway. To the north of Tavistock Road there are some industrial units on Trout Road which can only be accessed via Tavistock Road as they are prevented from doing so by the narrow canal bridge over Trout Road. Perhaps understandably, residents have indicated that the traffic calming measures they would like to see are what they describe as "split speed humps" away from residential properties over noise concerns which can be more noticeable when negotiated by commercial vehicles which may service these businesses.

4. 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 Tavistock 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 will be funded through an allocation from within the Transportation Service. If works are subsequently required, suitable funding will also be identified from within the Transportation Service.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

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

Consultation Carried Out or Required

None at this stage.

5. CORPORATE IMPLICATIONS

Corporate Finance

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

Legal

There are no special legal implications for the proposal to discuss with petitioners their concerns with excessive traffic speeds in Tavistock Road, Yiewsley 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.

Corporate Property and Construction

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

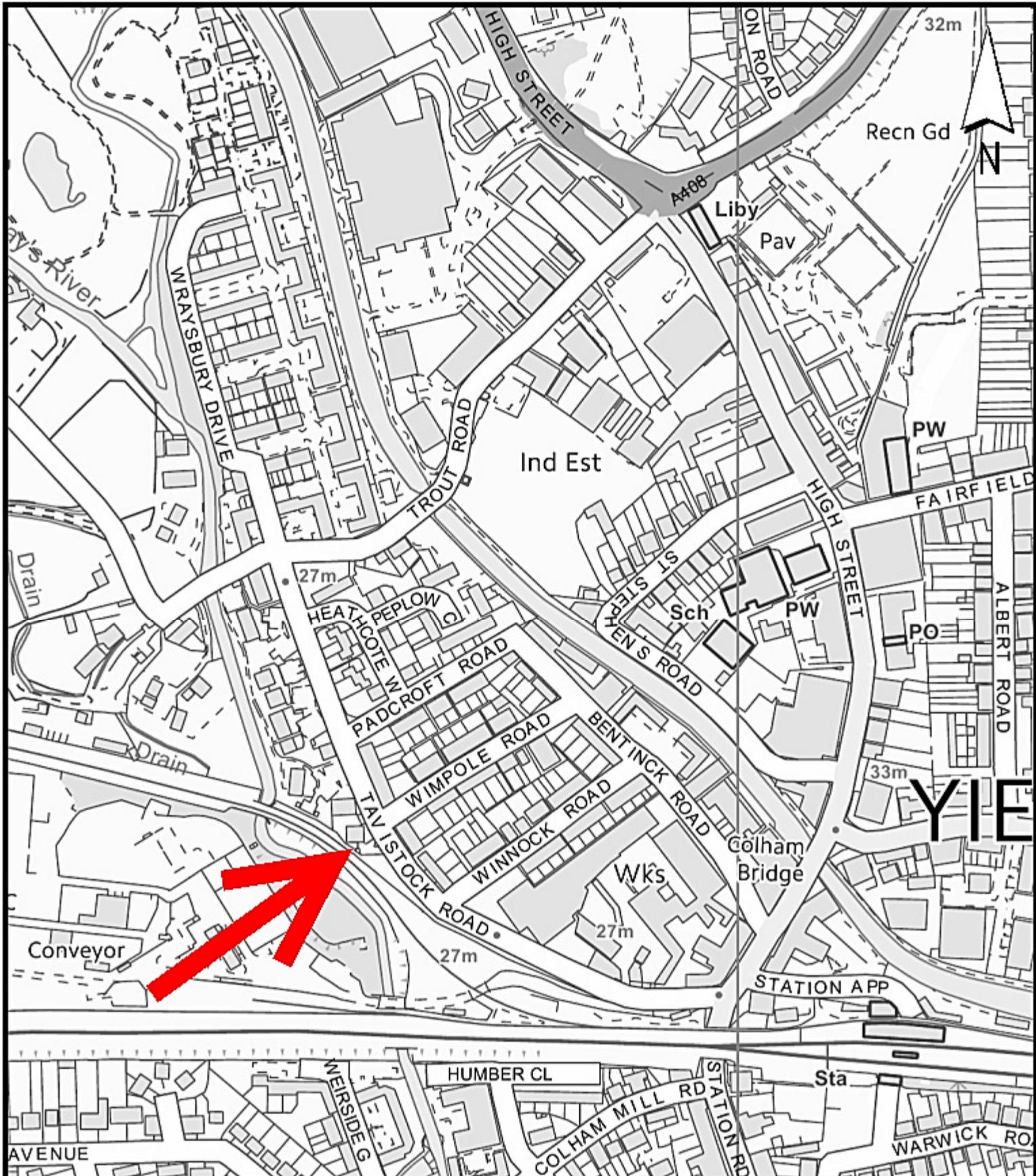
Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received.

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Tavistock Road, Yiewsley
Location plan

Appendix A

Date August 2018

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Agenda Item 8

PETITION 'TRAFFIC CALMING AND PARKING MANAGEMENT SCHEME IN BATH ROAD, LONGFORD VILLAGE'

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 Bath Road, Longford village Appendix B: Petition 786

HEADLINES

Summary	To advise the Cabinet Member of the petition expressing concern about the speed of traffic, parking restrictions, road safety and the volume of buses along Bath Road, Longford.
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; Hillingdon's Sustainable Community Strategy 2011.</i>
Financial Cost	There are no financial implications of this report at this stage.
Relevant Policy Overview Committee	Residents', Education and Environmental Services.
Relevant Ward(s)	Heathrow Villages.

RECOMMENDATIONS

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

1. listens to the petitioners' concerns;
2. notes the various actions set out in the report, already taken by the Council to address some of the issues raised by the petitioners; and
3. asks officers to further consider the petitioners' concerns, taking any further investigation as appropriate, and report back to the Cabinet Member subject to the above.

Reasons for recommendations

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

PART I - MEMBERS, PUBLIC AND PRESS

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 30 valid signatures has been received by the Council from residents who live in Longford Village. Petitioners are raising concern about the volume of traffic, especially the speed of traffic, parking stress, anti-social behaviour and the number of buses. The petition describes the problem as follows:

"Highways, road safety and parking, Speeding vehicles, Airport workers parking in the village, Taxi and chauffeur drivers parking in the village leaving engines running and dropping litter, Too many buses, in particular 'hotel hoppers' and BA crew buses."

Longford Village Road Description

2. Longford Village is situated along the Bath Road which connects the A4 Colnbrook Bypass in the east with A3044 Stanwell Moor Road in the west, these are both classified roads. Bath Road is located immediately to the north west of Heathrow Airport. The full length of Bath Road has an 18 tonnes goods vehicle weight limit and a 30mph speed restriction. Bath Road is almost a road of two halves in character split by a 'no entry' restriction for westbound traffic except for buses and cycles. Eastbound traffic is, however, allowed to pass in either direction. This has been provided to prevent rat-running by traffic that should assign to the A4 Colnbrook Bypass and A3044 Stanwell Moor Road. The eastern half of Bath Road provides access to airport type uses such as hotels, a conference centre and car parks. By contrast, the western half has residential frontages as well as a public house and children's nursery. On this western half, a residents' parking management scheme is in operation.

3. To calm the speed of traffic on the eastern half, a single speed table has been provided which also serves as an informal pedestrian crossing facility. There are no speed tables on the western side of Bath Road, although there is a width restriction on the bridge over the River Colne. This operates through shuttle working with vehicles travelling eastbound having priority. Whilst this width restriction has been provided to protect a weak bridge, it also serves a traffic calming device in its own right.

4. Following receipt of the petition, officers have checked the number of road traffic accidents that had been reported in the Village over the three year period leading up to 31 December 2016; the most recent date to which full data is available. Four collisions have been recorded along the whole length of Bath Road. These collisions were all spread out without patterns or concentrations which could be considered for remedial measures. These road traffic accident statistics show that the road does not have a significant road safety problem.

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5 Longford Village benefits from four bus services: service 81 Heathrow Airport to Slough and service 423 Heathrow Airport Terminal 5 to Hounslow are both operated by Transport for London; First Group provides bus services 7 and 8, both of which operate between Slough and Heathrow Airport. In addition to these scheduled bus services, airport Hotel Hoppa buses also pass through the Village.

6 Longford residents have recently experienced an increase in the volume of buses passing through the Village. This is because the number 7 bus service runs every 15 minutes and the number 8 bus service every half hour at peak times. This means 6 buses pass in each direction every hour, 12 per hour in total. These buses were previously routed along the Colnebrook bypass. Petitioners are asking for traffic calming measures in the village and a 20mph zone but specifically mention they are not in favour of speed tables. Officers suggest that petitioners are offered an opportunity to explain their concerns regarding the speed of traffic and road safety generally in Longford Village and how they consider this could be addressed.

20 mph speed limit to address speeding

7. In response to the petition, officers have discussed the issues raised with Metropolitan Police's Safer Transport Team. The police mentioned that they have already undertaken a 'Speed Watch' initiative in the village and stopped one driver who was travelling at 42 mph. The police otherwise considered that the 30 mph speed limit in the village is appropriate. Nevertheless, the Council could consider carrying out traffic surveys to validate the petitioners' concerns by means of traffic surveys in Bath Road as no recent information is available.

Extend Parking Restrictions

8. Petitioners are also requesting that the parking restrictions are extended to cover seven days per week with an exemption for the public houses which are '*to be given a 'lunchtime' parking window from 12: 00 to 14:00 hours*'. More parking enforcement officers are also requested.

9. The Council's Parking Services Manager is unaware of noteworthy parking issues in Longford Village. There is no significant record of requests for enforcement action and the number of enforcement notices issued is not a matter of concern. Officers suggest that petitioners are offered an opportunity to explain their concerns with regard to give them the opportunity to explain the rationale for their request.

More Antisocial Behaviour and Environment Team Officers Enforcing Orders

10. The Longford area forms part of the Council's Antisocial Behaviour and Environment Team officers' routine monitoring and inspection rota. This has been introduced in response to concerns regarding the nuisance caused by private hire taxi drivers waiting in the village for a pick up from the airport. Problems included drivers leaving engines running as well as dropping litter. This problem has since been addressed through the provision of a dedicated car park for private hire drivers within the airport.

11. The results of the above action were considered with the Cabinet Member for Planning, Transportation and Recycling. The Cabinet Member decided to invite the petitioners to a Petition Hearing to enable him to take a balanced view on all issues brought to his attention before taking any decisions.

Volume of buses

12. The routing of the number 7 and 8 bus services through the Village is relatively recent and their presence is noticeable. Officers could initiate a discussion between First Group, HAL and the Council to discuss ways to balance the needs of local residents, passengers the bus operators.

Financial Implications

There are no financial implications associated with the recommendations to this report. However, if there were costs to arise from further investigations, there will be no financial implications to Council resources as the costs will be funded from the 2018/19 TfL LIP Programme, subject to the Capital Release protocol.

RESIDENT BENEFIT & CONSULTATION

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

The Petition Hearing will allow for the 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 concurs 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's recommendations. 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 its 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.

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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

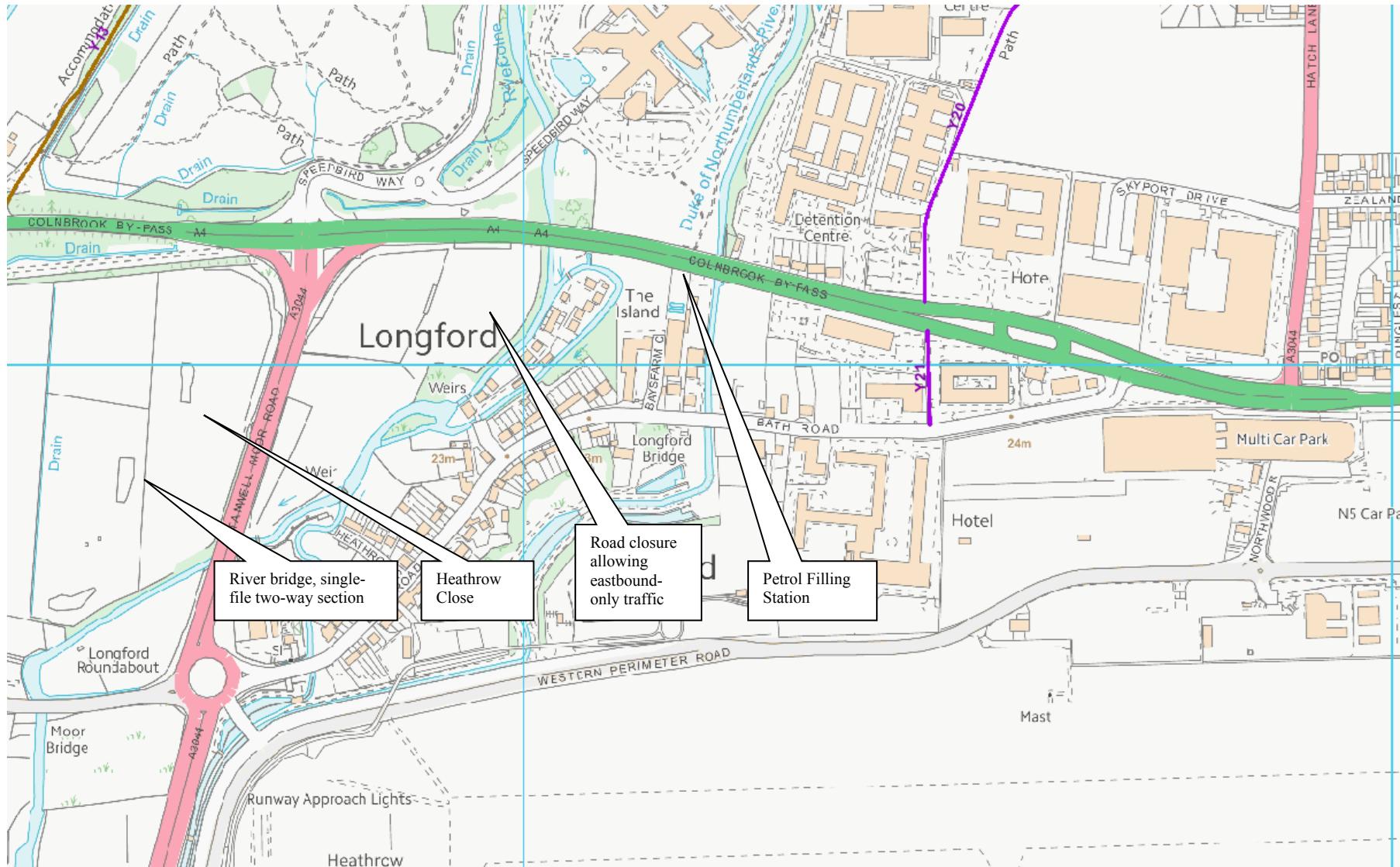
Petition 786.

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Appendix A: Location Map Bath Road, Longford



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