



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

Date: WEDNESDAY, 5
DECEMBER 2018

Time: 7.00 PM

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

**Meeting
Details:** Members of the Public and
Media are welcome to attend.
You can view the agenda
at www.hillingdon.gov.uk or
use a smart phone camera
and scan the code below:



Cabinet Member hearing the petition(s):

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, 27 November 2018

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Putting our residents first

Lloyd White
Head of Democratic Services
London Borough of Hillingdon,
Phase II, Civic Centre, High Street, Uxbridge, UB8 1UW

Useful information for petitioners attending

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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	Old Mill Lane & Packet Boat Lane, Cowley - Petition Requesting Review of Road Safety and HGV Movements	Uxbridge South	1 - 10
5	7pm	Petition Requesting Parking Changes and Removal of Grass Verge in Cottingham Chase, Ruislip	Manor	11 - 18
6	7.30pm	Petition Requesting a Parking Management Scheme in Lovett Road, Harefield	Harefield	19 - 24
7	8pm	Petition Requesting Resident Only Parking in Apple Tree Avenue, Yiewsley	Yiewsley	25 - 30

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Agenda Item 4

OLD MILL LANE & PACKET BOAT LANE, COWLEY - PETITION REQUESTING REVIEW OF ROAD SAFETY AND HGV MOVEMENTS

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	Sophie Wilmot Residents Services
Papers with report	Appendices A & B

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition from residents requesting a review of road safety and HGV movements along Old Mill Lane and Packet Boat Lane, Cowley.
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	The recommendation in this report is for further considerations to be undertaken by Council Officers. There will be no cost for undertaking this study other than officer time.
Relevant Policy Overview Committee	Residents', Education and Environmental Services.
Ward(s) affected	Uxbridge South

2. RECOMMENDATIONS

Meeting with the Petitioners, the Cabinet Member:

- 1. Listens to their concerns about safety along Old Mill Lane and Packet Boat Lane and listens to their request for a review of road safety and HGV movements along these roads.**
- 2. Notes the outcome of traffic surveys which have already been undertaken, details of which are set out in the body of this report.**
- 3. Subject to the outcome of the above, considers asking officers to undertake further studies aimed at improving safety and potentially restricting HGV movements in the area and to 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.

PART I - MEMBERS, PUBLIC AND PRESS

Alternative options considered / risk management

None at this stage.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition has been received by the Council with 37 signatures from residents of Old Mill Lane and Packet Boat Lane with concerns about the number of HGVs travelling along both these roads, in particular in the very narrow section of Old Mill Lane running between the River Colne and the Fray's River.

2. The petition summarises the following safety issues:
'There are many issues regarding traffic using Old Mill Lane and Packet Boat Lane. This is historically a recreational area, as well as designated conservation area. Increasingly it is also becoming residential and the use of the area for recreation is growing too.'

There are many safety issues. These include:

- 1) *Exceptionally large vehicles, often at excess speed, often during unsocial hours;*
- 2) *Speed generally;*
- 3) *The mix of users:*
 - *Road vehicles*
 - *Bike riders*
 - *Horses and riders*
 - *Families (small children, prams etc)*
- 4) *Alcohol*

3. The petition continues to suggest why there is unwelcome traffic in the area:

- 1) *Questionable activities just off Packet Boat Lane (dumping of waste??);*
- 2) *The road is used as a cut through / rat run.*

4. The submitted petition states:

'Given the existing road, the mix of vehicular traffic, residential traffic, pedestrian (including families with prams and push chairs), horse riders, cyclists, joggers mean that this is an accident waiting to happen.

In fact it already has:

- *Horse and rider pushed into the river (witnessed)*
- *Daily incidents where pedestrians have had to move off the road to make way for oversized lorries (often moving at speed). There is no pavement, nor any room for a pavement.*
- *A police car in the river (tbc)*
- *Another vehicle in the river (2016 - witnessed)*

- *A car leaving the road at high speed to avoid pedestrians, car total write off, reported to the Environment Agency, damage to EA property (December 2015 - witnessed).*

It is highly likely that there will be a serious accident at some point soon.'

5. Packet Boat Lane runs from High Road, Cowley (A408) to where it meets Old Mill Lane at the Little Britain Lake. Old Mill Lane runs from Packet Boat Lane to Iver Lane. Old Mill Lane is a narrow lane around Little Britain Lake and alongside the River Colne and the Fray's River. The road is extremely narrow in places, typically 3m in width and single file in a number of locations. There are very limited footpaths in the area with no footpath at all present on Old Mill Lane or the section of Packet Boat Lane between Old Mill Lane and the Grand Union Canal. A location plan is provided in Appendix A.

6. There are a number of uses along both Packet Boat Lane and Old Mill Lane which have different servicing needs and require access by a range of vehicles. The uses include: residential; industrial; recreational; farming and public house / event facilities. There are a number of small industrial units in the area to which HGV traffic can be attributed and for which some access is required as part of the normal business operation of the area.

7. There are also a number of bridges in the area that may have an impact of the routing of HGV traffic. These are summarised below:

- Bridge on Iver Lane over the Grand Union Canal (owned by London Borough of Hillingdon) has a 7.5T weight limit;
- Bridge on Iver Lane over the River Fray (owned by Buckinghamshire County Council) has no weight restriction;
- Bridge on Packet Boat Lane over the Grand Union Canal (owned by London Borough of Hillingdon) has no weight restriction.

8. In order to assess the level of vehicles travelling in the area, the Cabinet Member, agreed for automated traffic counts to be undertaken. These surveys were undertaken during a one week period in June 2018. The surveys collected vehicle classification and speed data over a 24/7 period. A total of four locations were surveyed and are listed below:

- Packet Boat Lane west of A408 High Road;
- Packet Boat Lane at Marina Entrance;
- Old Mill Lane north of Packet Boat Lane;
- Old Mill Lane south of Iver Lane.

9. Tables 1 and 2 summarise the results of the vehicle classification study for all four locations. These summaries focus on the total vehicles and the number of HGVs which are classed as three axle rigid and above. The figures are the total vehicles over the course of the survey week.

	Packet Boat Lane west of A408		Packet Boat Lane at the Marina	
	Total Vehicles	3 axle rigid and above	Total Vehicles	3 axle rigid and above
Eastbound	5715	1405	4438	79
<i>Percentage</i>	<i>100%</i>	<i>25%</i>	<i>100%</i>	<i>2%</i>
Westbound	11126	327	3489	92
<i>Percentage</i>	<i>100%</i>	<i>3%</i>	<i>100%</i>	<i>3%</i>

	Old Mill Ln north Packet Boat Ln		Old Mill Lane south Iver Lane	
	Total Vehicles	3 axle rigid and above	Total Vehicles	3 axle rigid and above
Northbound	3264	34	2808	57
<i>Percentage</i>	<i>100%</i>	<i>1%</i>	<i>100%</i>	<i>2%</i>
Southbound	2356	58	3710	46
<i>Percentage</i>	<i>100%</i>	<i>3%</i>	<i>100%</i>	<i>1.3%</i>

10. The results show that there is the greatest HGV movement on the section of Packet Boat Lane between the A408 and the Grand Union Canal. This is to be expected given that this section has a large number of industrial units and, during the period of the survey, construction was underway for the redevelopment of the Union Park from offices to residential units.

11. The other sections of Packet Boat Lane and Old Mill Lane have a small percentage of HGVs in terms of overall vehicles but given the nature of some sections of the road being narrow there are sufficient HGV movements to possibly increase a perception of poor road safety and may as a consequence put people off using this as a recreational area.

12. The results shown in tables 3 and 4 below summarise the speed surveys at all four locations, the results showing the total vehicle numbers over the entire survey period. At each location the 85th percentile speed has been calculated. The Cabinet Member will be aware that the so-called 85th percentile speed is the speed at or below which 85% of traffic is travelling, and is the standard robust statistical tool used by traffic and road safety professionals when analysing speed trends.

	Packet Boat Lane west of A408				Packet Boat Lane at the Marina			
	Total Vehicles	Below 30mph	Above 30mph	85% tile	Total Vehicles	Below 30mph	Above 30mph	85% tile
Eastbound	5715	5715	0	15mph	4438	2993	1445	34mph
<i>Percentage</i>	<i>100%</i>	<i>100%</i>	<i>0%</i>	<i>N/A</i>	<i>100%</i>	<i>67%</i>	<i>33%</i>	<i>N/A</i>
Westbound	11126	11125	1	19mph	3489	2866	654	31mph
<i>Percentage</i>	<i>100%</i>	<i>99.99%</i>	<i>0.01%</i>	<i>N/A</i>	<i>100%</i>	<i>82%</i>	<i>18%</i>	<i>N/A</i>

Table 4: Summary of speed surveys results for sites on Old Mill Lane, Cowley

	Old Mill Ln north Packet Boat Ln				Old Mill Lane south Iver Lane			
	Total Vehicles	Below 30mph	Above 30mph	85% tile	Total Vehicles	Below 30mph	Above 30mph	85% tile
Northbound	2785	2548	237	28mph	2808	2160	648	32mph
<i>Percentage</i>	<i>100%</i>	<i>91%</i>	<i>9%</i>	<i>N/A</i>	<i>100%</i>	<i>77%</i>	<i>23%</i>	<i>N/A</i>
Southbound	2356	2176	180	28mph	3710	2962	748	31mph
<i>Percentage</i>	<i>100%</i>	<i>92%</i>	<i>8%</i>	<i>N/A</i>	<i>100%</i>	<i>80%</i>	<i>20%</i>	<i>N/A</i>

13. The results show that the speed of vehicles on Packet Boat Lane between A408 and the Grand Union Canal have a low speed well under the 30mph limit. This area of Packet Boat Lane is also much more congested. On the other sections of Packet Boat Lane and Old Mill Lane the 85%tile speed is recorded as just below or above the 30mph limit; these results do not highlight a significant speeding issue in the area for any type of vehicle.

14. The accident data for both Old Mill Lane and Packet Boat Lane has been collected from Transport for London (TfL) for the most recent five year period available which is up to December 2017. During this five year period, a total of one personal injury accident was recorded. This is detailed below:

The sole accident occurred on 2nd April 2017 at 17:38 at the junction of Old Mill Lane 200m south of junction with Iver Lane. The incident involved two cars, one car drove into the path of another car, the first car swerved and went into a ditch. It resulted in a slight injury.

15. The results of the accident analysis do not indicate a significant road safety issue in the area. However, the recorded accident data only records accidents which result in injury and does not include damage only collisions or near misses.

16. The vehicle classification surveys shows that, although there is evidence in places of a high level of HGV use, this seems to be confined to the section of Packet Boat Lane between the A408 and the Grand Union Canal which would be expected given the high number of industrial units and the Union Park Development. The results do not suggest excessive rat running by HGVs. Along the majority of both Packet Boat Lane and Old Mill Lane there are business which potentially require access by HGVs, which could explain the HGVs recorded on these sections of road.

17. There is one section of Old Mill Lane which is particularly narrow and only suitable for the passage of one vehicle with only a couple of small potential passing places, as shown on the plan in Appendix B. This has been identified as the main section where conflicts are likely to have been experienced and where road safety concerns are the highest as there are no footpaths in the area and some pedestrian activity due to the recreation nature of Little Britain Lake and the two rivers in the area.

18. Due to the narrow nature of this section and a potential conflict between users there could be potential to explore options to improve road safety and limit HGV movements. In this section there are no properties, therefore no requirements for servicing by HGVs.

19. Based on the evidence outlined in the report, the Cabinet Member may be minded to instruct Officers to further review HGV movements and road safety in the area, focusing on the narrow section of Old Mill Lane and present a package of potential suggestions back to him, for

consideration. The petition hearing will provide an excellent opportunity to hear the testimony of petitioners which may helpfully inform such investigations.

Financial Implications

The recommendation in this report is for further considerations to be undertaken by Council Officers. There will be no cost for undertaking this study other than Officer time.

Should the results of the study result in measures to be taken forward; the cost of these will be discussed with the Cabinet Member for Planning, Transportation and Recycling. A potential source of funding for any measures could be the Council's grant allocation from Transport for London under the Local Implementation Plan. Any spend from these funds would be subject to approval under the Council's capital release process.

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 set out above that there are no financial implications arising from the proposed recommendations.

Legal

There are no special legal implications for the proposal to discuss with petitioners their request for a review of HGVs along Old Mill Lane and Packet Boat Lane, 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 require that there must be no predetermination of a decision in advance of any wider non-statutory or statutory consultation.

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

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

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

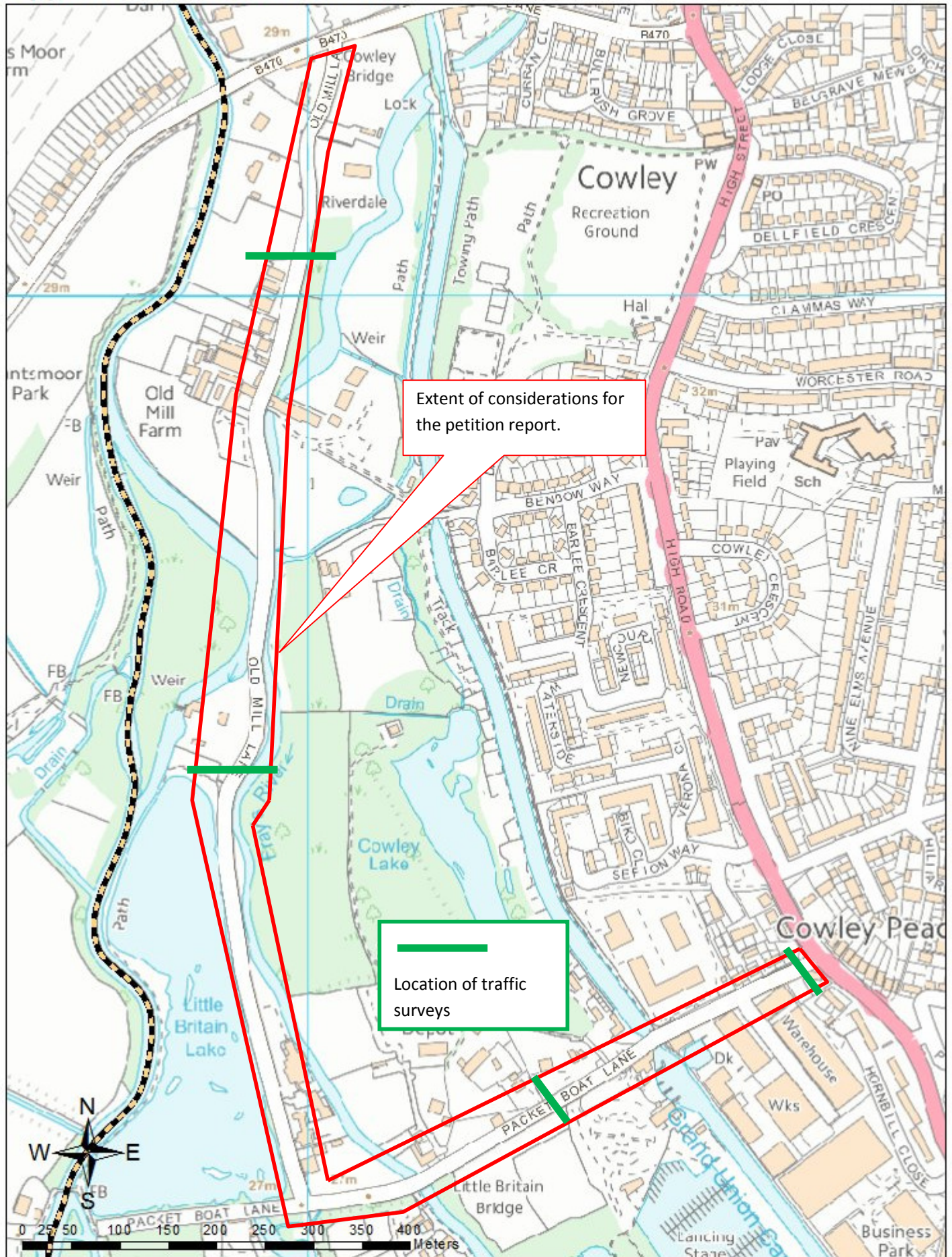
Corporate Property and Construction

There are no Corporate Property and Construction implications arising from the recommendations in this report.

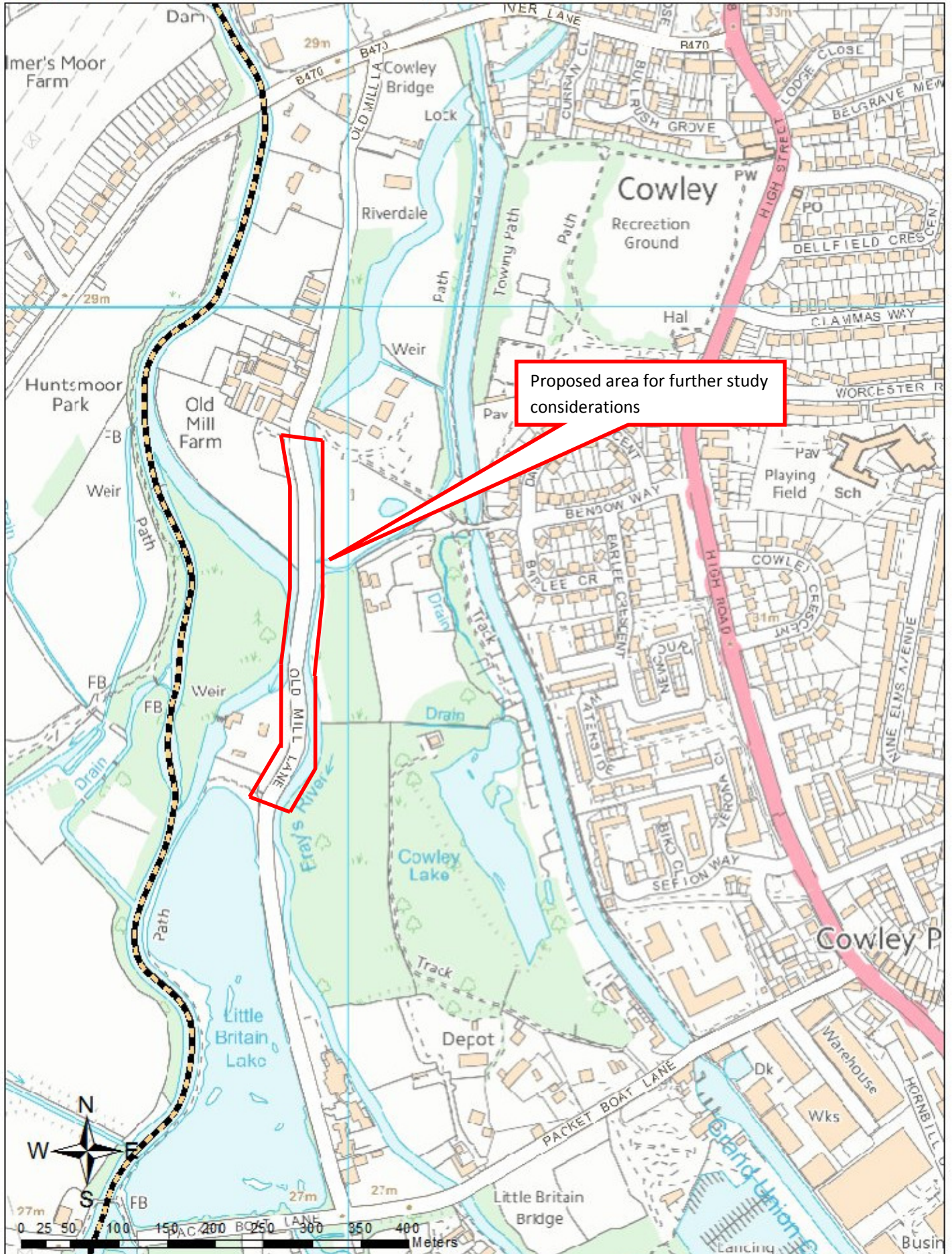
6. BACKGROUND PAPERS

Petition received.

Appendix A - Location Plan



Appendix B - Proposed Study Location



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PETITION REQUESTING PARKING CHANGES AND REMOVAL OF GRASS VERGE IN COTTINGHAM CHASE, RUISLIP

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition requesting the introduction of double yellow lines and the removal of grass verges in Cottingham Chase, Ruislip
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.
Ward(s) affected	Manor

2. RECOMMENDATIONS

Meeting with the Petitioners, the Cabinet Member:

1. Listens to their request for alterations to the highway layout and the introduction of waiting restrictions in Cottingham Chase;
2. Notes that a consultation on options for waiting restrictions has already been undertaken, the outcome of which is discussed in the body of the report;
3. Notes that, as has already been explained to the lead petitioner, the Council will not consider the removal of all or part of the established grass verges which run throughout the road, as explained again in the body of the report;
4. Notes that the views of the emergency services have been sought, as described in the body of the report;

5. Notes that the only circumstances under which reduced rates may be offered for vehicle crossovers leading to private frontages or driveways are when the Council is at the same time undertaking the planned resurfacing or repair of the footway.

Reasons for recommendations

To allow the Cabinet Member to discuss with petitioners their concerns and, if appropriate, add aspects of their request for further investigation.

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 41 signatures has been submitted to the Council. The petition seeks:

- "(1) Grass verges removed from Cottingham Chase*
- (2) Yellow lines 10m round the corners to the entrances to our road*
- (3) Allow emergency access*
- (4) Reduce vehicle damage*
- (5) Reduce rates for driveways.*

Desired Outcome: Grass verges removed and yellow lines on corners 10m"

2. Cottingham Chase is a narrow, straight residential road between Sidmouth Drive and Dartmouth Road, with properties situated on both sides. Ruislip High School is a short walk away in Sidmouth Drive, as is Ruislip Gardens LUL station which serves the Central Line; furthermore the Chiltern Line is accessible via South Ruislip Station, which is the next stop on the Central Line. A location plan is attached as Appendix A.

3. Cottingham Chase has a carriageway width of approximately six metres, with footways typically 2.5m of which 1.5m is hard footway and 1m is grass verge. Within the grass verges are lamp columns and other street furniture.

4. Shortly after receipt of the petition, officers discussed the petitioners' concerns with the Cabinet Member and Ward Members, and it was agreed that the lead petitioner would be approached and their concerns explored with a view to helping them understand that some aspects of their request will not be progressed. Accordingly, officers wrote a detailed e-mail to the lead petitioner on September 21st 2018 with a response on each aspect of the five points set out in their petition.

5. It was suggested in the e-mail that, if the Council had not heard within 21 days of its receipt, the Council would take it that the petitioner had effectively agreed that their petition need no longer be formally heard. However, in early November, the lead petitioner contacted officers to say that

they did wish their petition to be formally heard, hence the reason for this petition report and the hearing before the Cabinet Member.

6. With regard to 'item (1)' in the petition, the Cabinet Member will be aware that the Council does not remove established grass verges for the benefit of parking in residential roads. This is partly because the loss of grass verge is considered to have an adverse impact on the visual amenity of such roads, but also because the work involved in converting a grass verge to allow parking by vehicles can be complex and considerable, and involves excavation and removal of the soil and sub-soil in order to lay a strong foundation on which to lay a suitable surface. Usually the process also requires alterations to streetlighting and buried services and the removal of street trees.

7. Where the paved footway is narrow, the reduction in overall width of the verge may also introduce accessibility issues and bring parked vehicles closer to the walls, doors and windows of properties in the road.

8. The fact that the Council will not authorise the removal of the grass verges in Cottingham Chase was explained to the lead petitioner in the e-mail of September 21st referenced above.

9. The petition also asked, under 'item (2)', for limited double yellow lines around the corners of the junctions at each end of Cottingham Chase. The Cabinet Member will recall that a formal consultation on waiting restrictions at each end of Cottingham Chase has already been undertaken. Details of the proposal are illustrated in Appendix B attached.

10. The Cabinet Member has separately considered the outcome of that process. It may be noted that a response to this consultation was received from the lead petitioner. As explained in the e-mail of September 21st, the implication of this consultation is that, in effect, the request set out in 'item (2)' of the petition has already been enacted.

11. As the Cabinet Member will recall, the decision was made following comments received to the formal consultation on proposed waiting restrictions to proceed with 'At Any Time' waiting restrictions on the junctions, including one side down to the start of the houses at either end of Cottingham Chase, as illustrated on Appendix C.

12. The third item, 'item (3)' in the petition, makes reference to '*allowing emergency access*' and similarly 'item (4)' states simply '*reduce vehicle damage*'. The lead petitioner helpfully supplied some photographs to support the contention that uncontrolled parking in Cottingham Chase has a detrimental impact on the ability of the emergency services to access properties; in particular those near the central section of Cottingham Chase. Clearly the consultation on an option for limited double yellow lines referenced above could deliver a significant improvement in access for all traffic, including emergency and refuse vehicles as well as for the residents themselves.

13. Whilst, as explained above, the Council has directed that the removal of grass verges will not be authorised, for the reasons already given, it is conceivable that further waiting restrictions could be considered within Cottingham Chase; however, the likely level of support for a scheme which might remove up to half of the available parking for residents is not known.

14. The Cabinet Member will also be aware that there is sometimes an unintended risk that by opening up a short straight residential road through stripping out some of the parking, there may

be a significant increase in the speed of through-traffic, thereby creating a road safety issue which did not exist beforehand.

15. The Cabinet Member will be aware that officers meet with the emergency services and related stakeholders on a regular basis, and the situation in Cottingham Chase was specifically drawn to their attention.

16. The London Fire Brigade undertook a route test with Council officers in attendance, and the proposed waiting restrictions were supported by them as a suitable measure to aid their access in an emergency.

17. With reference to 'item (5)' (*'Reduce rates for driveways'*), the Cabinet Member may take the view that the setting of 'special rates' for individual roads or households would be impractical because this would run the risk of accusations of favouritism, fraud or unfairness if not evenly applied, and their consideration would set an unwelcome precedent. It is also a fact that the rates that Hillingdon Council charges for such works are already amongst the lowest in West London, and it is not possible for the Council to consider offering such services at a loss.

18. As the Cabinet Member will be aware, the only situation where the Council does offer a reduction in the rates for vehicle crossovers is under the specific circumstances where the footways in a road are in the process of being resurfaced and, in such a situation, the works involved can be incorporated as part of the contractor's programme.

19. In summary, the Cabinet Member may wish to share with petitioners the outcome of the recent consultation for waiting restrictions in Cottingham Chase whilst reiterating the point already made in writing to the lead petitioner that the Council will not consider removal of any of the grass verges in the road.

Financial Implications

There are no financial implications associated with the recommendations to this report; however, if the Council were to consider changes to the road layout in Cottingham Chase, Ruislip, funding would need to be identified from a suitable source.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendations?

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

As noted in the report, the Council has already undertaken a consultation with residents to establish if there is overall support for the proposed waiting restrictions.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed the recommendations of this report and concurs that there are no direct financial implications associated with this report.

Legal

There are no special legal implications for the proposal to informally consult residents on parking restrictions in Cottingham Chase. 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). There will also need to be consideration of Highways Act 1980, the Road Traffic Regulation Act 1984, the Traffic Signs Regulations and General Directions 2002, which govern road traffic orders, traffic signs and road markings.

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

Corporate Property and Construction

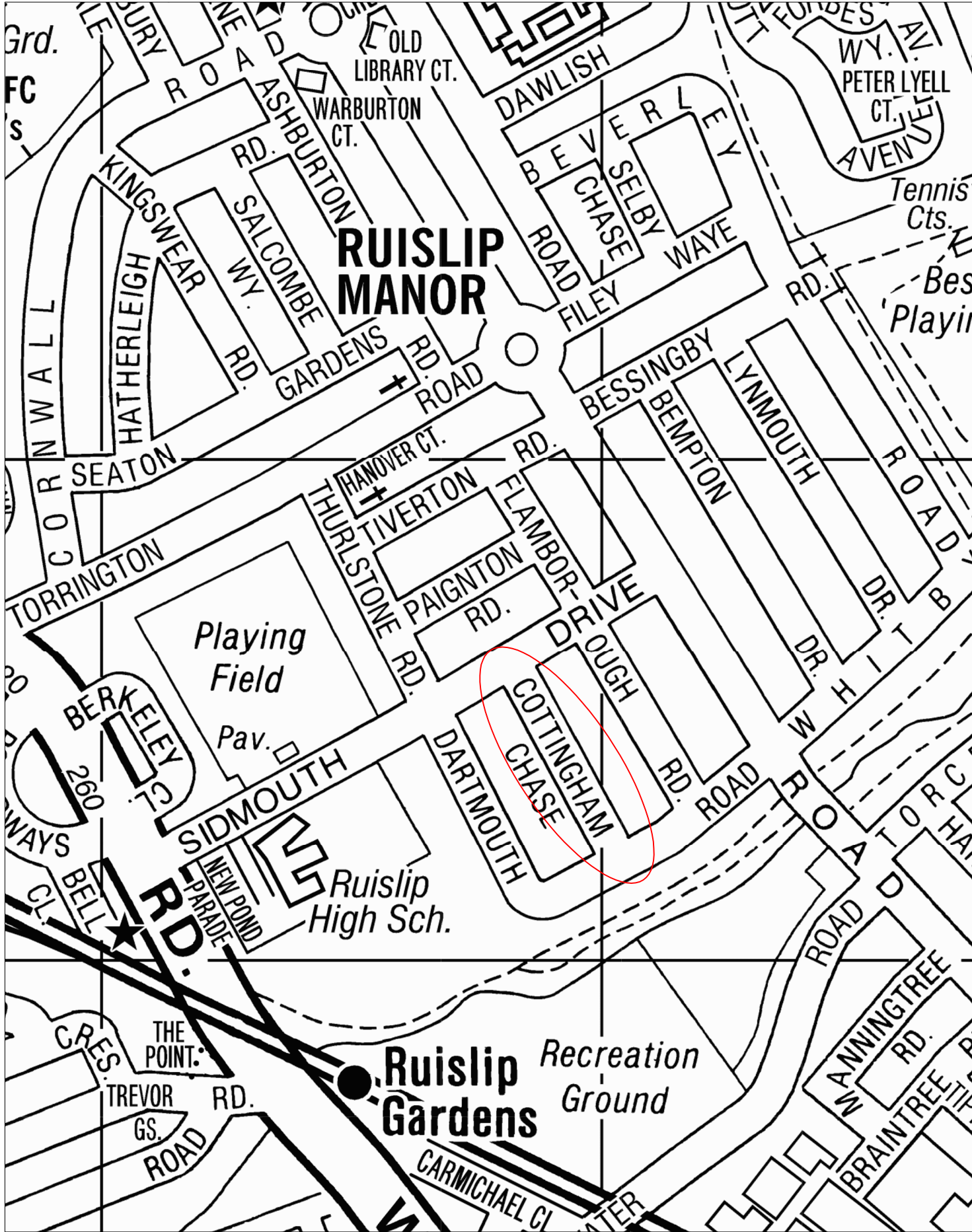
None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received.



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 Cottingham Chase

Notes:

D/LT
 PROPOSED DOUBLE YELLOW LINE & TERMINAL



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 London Borough of Hillingdon 100019283 2018



HILLINGDON
LONDON

Project

ROAD SAFETY PROGRAMME

Description
 Cottingham Chase, Ruislip

Scale	Drawn	Checked	Rev
N1:5	CH	01/18	B
Project No.	Drawn No.	Checked	Initials/Date
A3	RSPD1		



Notes:

DIT
 PROPOSED DOUBLE YELLOW LINE & TERMINAL



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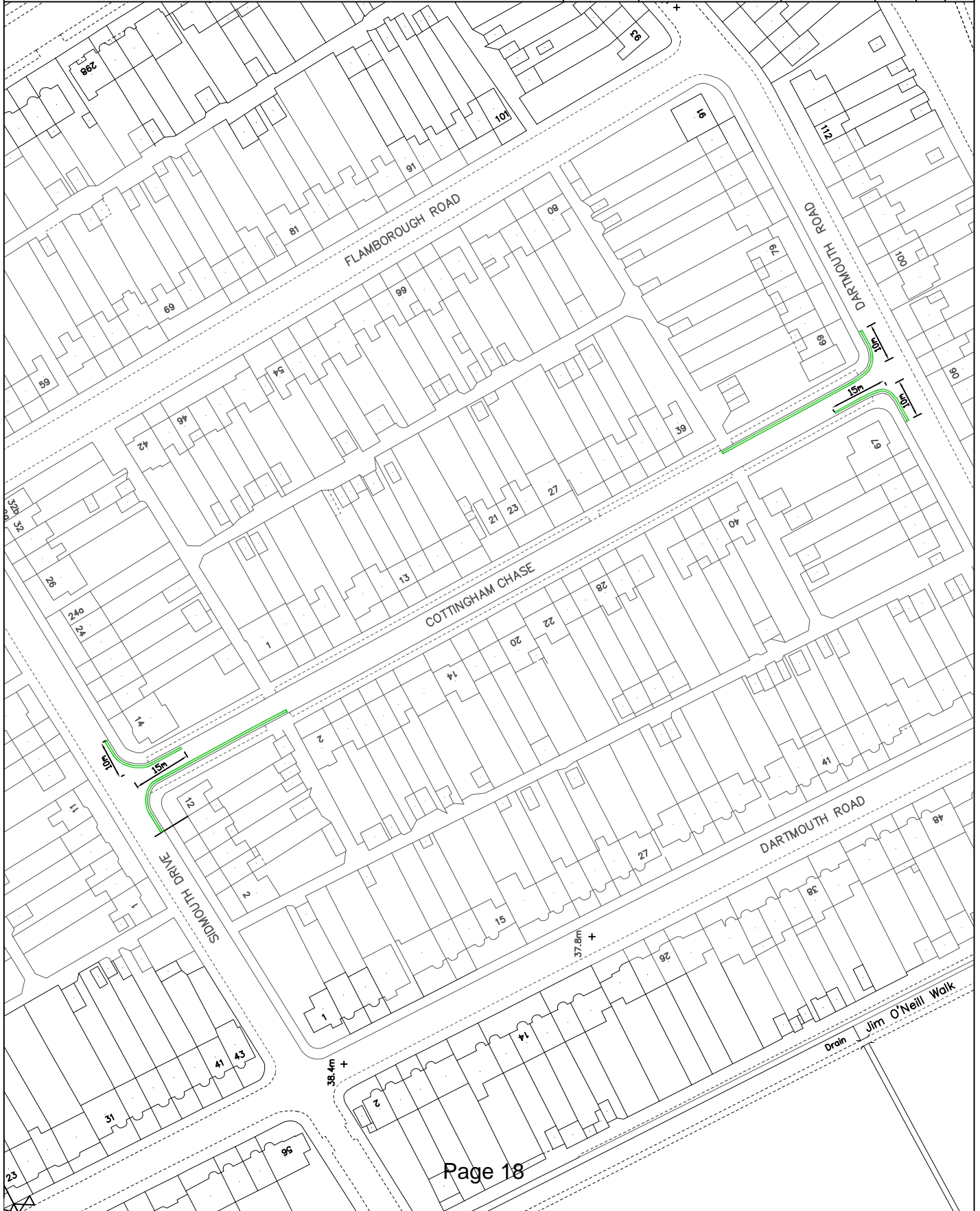
HILLINGDON
 LONDON

Project

ROAD SAFETY PROGRAMME

Description
 Cottingham Chase, Ruislip

Scale	Drawn	Checked	Rev
N1:5	CH	01/18	B
Project No.	Drawn No.	Checked (Initials/Date)	Rev
A3	RSPD1		B



PETITION REQUESTING A PARKING MANAGEMENT SCHEME IN LOVETT ROAD, HAREFIELD

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 & B

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition requesting the introduction of a Parking Management Scheme and double yellow lines on the corners of Lovett Road, Harefield.
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.
Ward(s) affected	Harefield

2. RECOMMENDATIONS

Meeting with the Petitioners, the Cabinet Member:

- 1) Listens to their request for the introduction of a Parking Management Scheme and some double yellow lines in Lovett Road, Harefield.
- 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.

Reason 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 30 signatures has been submitted to the Council under the following heading "*Car parking in Lovett Road, Harefield*". A location plan of the area is attached as Appendix A.
2. In a detailed accompanying statement submitted with the petition the residents' concerns are summarised as:

"Background Information

Lovett Road was built circa 1962 as a small hammerhead development consisting of 16 properties several having shared driveway access to rear garages. As it was not a through road, the width was just over two cars wide which was adequate for what was then just the residents' traffic. When built most households were single car families and parking was mostly off road.

The Rylstone Retirement Home Complex containing 32 flats was built in the mid 1970s with the sole access being via Lovett Road. The car parking provisions for the residents were adequate initially except at weekends when relatives visited residents. Cars would then overflow into Lovett Road.

Reason for Application

Two car families are now the norm, at least one of each being "legally" parked on the road evenings and weekends. That is clear of the corners and not obstructing crossovers. Over the years there has been an increase in car ownership by the residents of Rylstone taking up any spare capacity of that complex. At weekends there is little room for visitors' cars and these are parked wherever there is a spare space on Lovett Road, generally with their wheels on the pavement. A number of Rylstone residents use mobility scooters and are consequently having to risk moving onto the road and drive around a blind corner.

To compound the problem, because of a lack of parking spaces on Church Hill, an increasing number of commercial and private vehicles are being parked in Lovett Road both during the day, overnight and weekends. This tends to be on the short length of roadway adjacent to the Rylstone entrance and on the corner just before. Inevitably they are parked facing the traffic with wheels on the pavement. The resulting reduction of road width is causing problems for both Hillingdon Authorities refuse lorries servicing Rylstone and recently a fire engine responding to what was luckily a false alarm. One parked vehicle has been damaged severely whilst others have been scratched.

The size of the vehicles and their location make the pavement unusable and create a blind corner for traffic both going to and leaving Rylstone. Not only is it a hazard to motor vehicles but as stated earlier for those residents using mobility scooters.

However, the most serious aspect is with the increase of carers attending every day, is that the risk of a serious accident is increased. To date there have been two minor collisions but the most serious was when one car had to take evasive action by mounting the pavement very close to a pedestrian"

3. Petitioners have also helpfully suggested that they would like to see the following outcome *"A parking management scheme to restrict parking to residents and provision of double yellow lines on corners to remove the risk of a serious collision and ensure a clear access to Rylestone"*. It is further suggested that *"the critical times weekdays being 8:00 and 9:00 and 16:30 and 18:30, when carers are visiting their clients on the care home"*.

4. As the petition has alluded to, the first section of Lovett Road mainly comprises of a mixture of detached and semi-detached family homes all with some off-street parking. The carriageway width is approximately 5 metres wide and is bounded on both sides by a footway measuring on average approximately 2 metres. The first part of Lovett Road is adopted highway maintained at the public expense while the rest of the road where it becomes Rylstone appears to be owned and managed by colleagues in Hillingdon Housing Services. This area appears to benefit from allocated parking bays and would not generally be considered for inclusion in a Parking Management Scheme which is enforceable by a Traffic Management Order. A plan indicating the adopted highway (shown in yellow) and the section of road that is managed by the Council's Housing Team (shown in pink) is attached as Appendix B to this report.

5. In view 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.

Financial Implications

There are no financial implications associated with the recommendations to this report; however if the Council were to consider the introduction of managed parking in Lovett Road, Harefield 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 recommendations?

To allow the Cabinet Member to consider the petitioners request.

Consultation Carried Out or Required

If the Council subsequently investigates the feasibility to introduce managed parking in Lovett Road and possibly 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 associated with 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

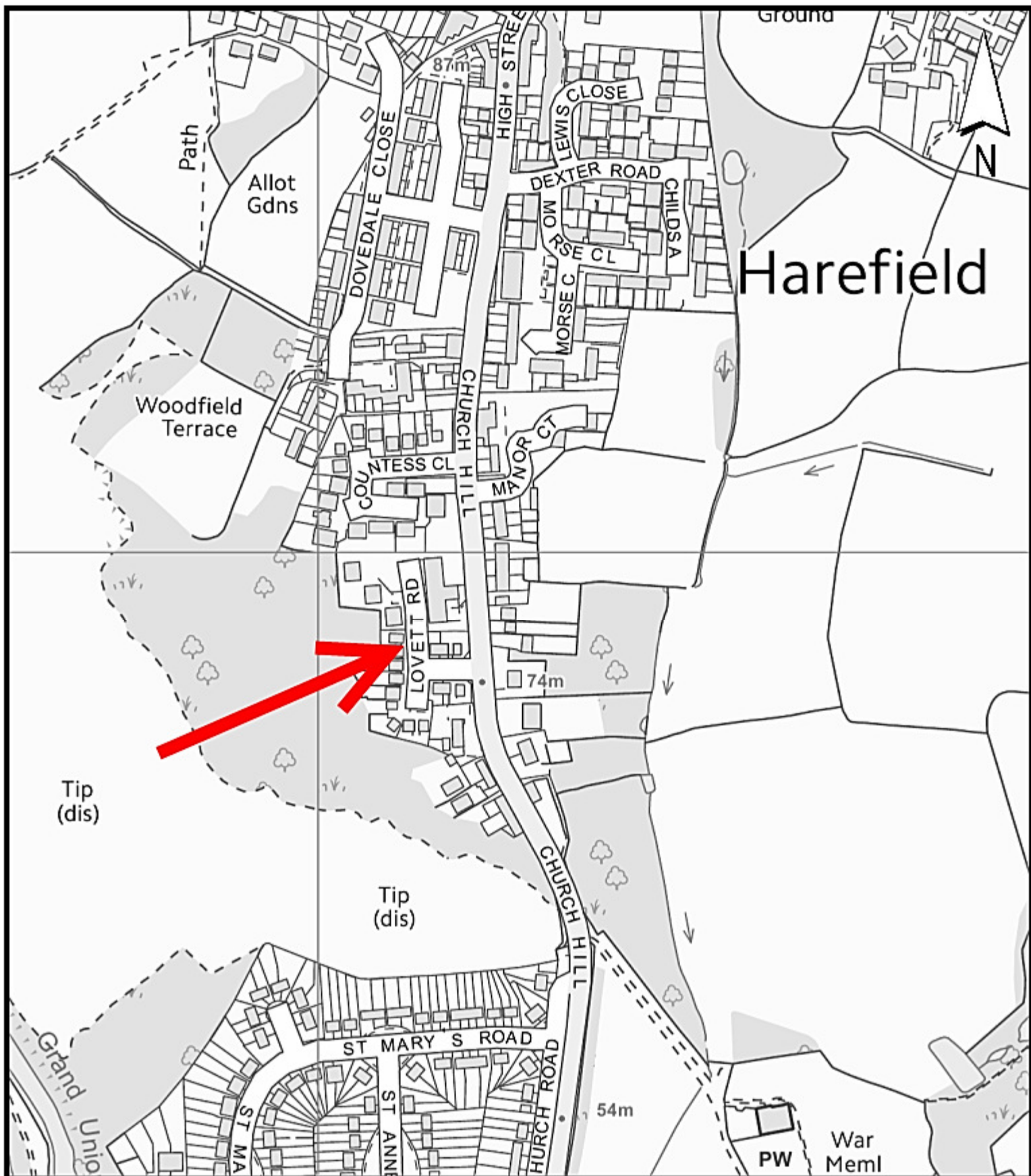
None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Nil.

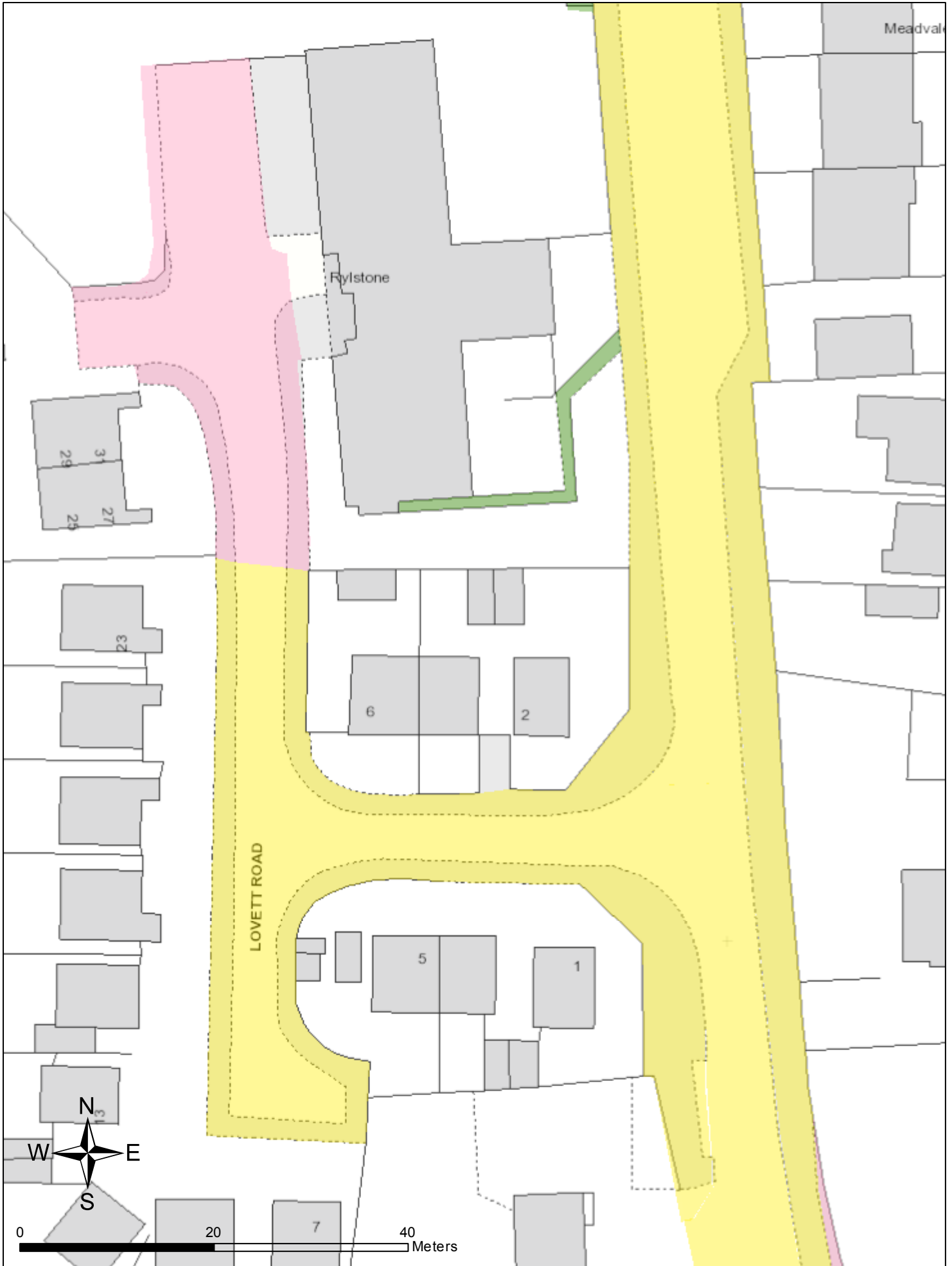


Lovett Road, Harefield
Location plan

Appendix A

Date November 2018

Scale 1:4,000



Map Notes

PETITION REQUESTING "RESIDENT ONLY PARKING" IN APPLE TREE AVENUE, YIEWSLEY

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 - location plan

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition requesting the introduction of a Parking Management Scheme.
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.
Ward(s) affected	Yiewsley

2. RECOMMENDATIONS

Meeting with the Petitioners, the Cabinet Member:

1. Listens to their request for the introduction of "residents only parking" in Apple Tree Avenue, Yiewsley.

1. Subject to the outcome of the above, asks officers to add the request to the Council's extensive parking programme for further informal consultation on options to manage parking in a possible area agreed with local 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 will be discussed with petitioners.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 28 signatures has been submitted to the Council under the following heading *"we would appreciate if our request to make Apple Tree Avenue a "RESIDENT PARKING ONLY" place is granted.*
2. In an accompanying statement submitted the lead petitioner has helpfully provided the following additional information:

Request to make Apple Tree Avenue "RESIDENT ONLY PARKING"

Apple Tree Avenue is on U3 bus route to Heathrow airport as well as being within walking distance to Hillingdon Hospital and few schools which makes it a preferred place for people to park their cars in free and safe place on a daily basis and go to work, holidays for weeks (people noticed getting off taxis with luggage and into parked cars), and even being used as parking yard for people selling cars who come to remove one parked car only to put in its place another one (noticed by some residents). As a result, residents are being deprived from parking their cars where they live and put them and their children in danger of walking some distances carrying heavy shopping and crossing roads and even forced to park where it is not allowed and face parking fines.

We would appreciate if our children's safety and our needs are considered and our request to make Apple Tree Avenue UB7, a residents parking only place is granted".

3. Apple Tree Avenue is a mainly residential road close to Hillingdon Hospital, and three local schools. Many of the surrounding roads benefit from a Parking Management Scheme and recently officers have informally consulted other roads in the area on options to manage the parking in their road and this included the section of Apple Tree Avenue north of Violet Avenue. The results of this consultation will be reported separately to the Cabinet Member and local ward councillors once all the responses have been collated.
4. As previously mentioned, Apple Tree Avenue is a residential road with a mixture of semi-detached and terraced properties. Most of the semi-detached properties appear to benefit from off-street parking while the terraced properties seem to rely upon on-street parking which is accommodated within lay-bys in front of the properties. Currently, these parking areas are unrestricted so residents will be in competition from non-residents for these spaces which are just a short walk from Hillingdon Hospital, the U1 bus service which runs between West Drayton Station and Ruislip Station and the U3 service which runs between Uxbridge Station and Heathrow Central Bus Station.

5. In view 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.

Financial Implications

There are no financial implications associated with the recommendations to this report; however if the Council were to consider the introduction of managed parking in Apple Tree Avenue 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 recommendations?

To allow the Cabinet Member to consider the petitioners' request.

Consultation Carried Out or Required

If the Council subsequently investigates the feasibility to introduce managed parking in Apple Tree Avenue and possibly 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 associated with 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

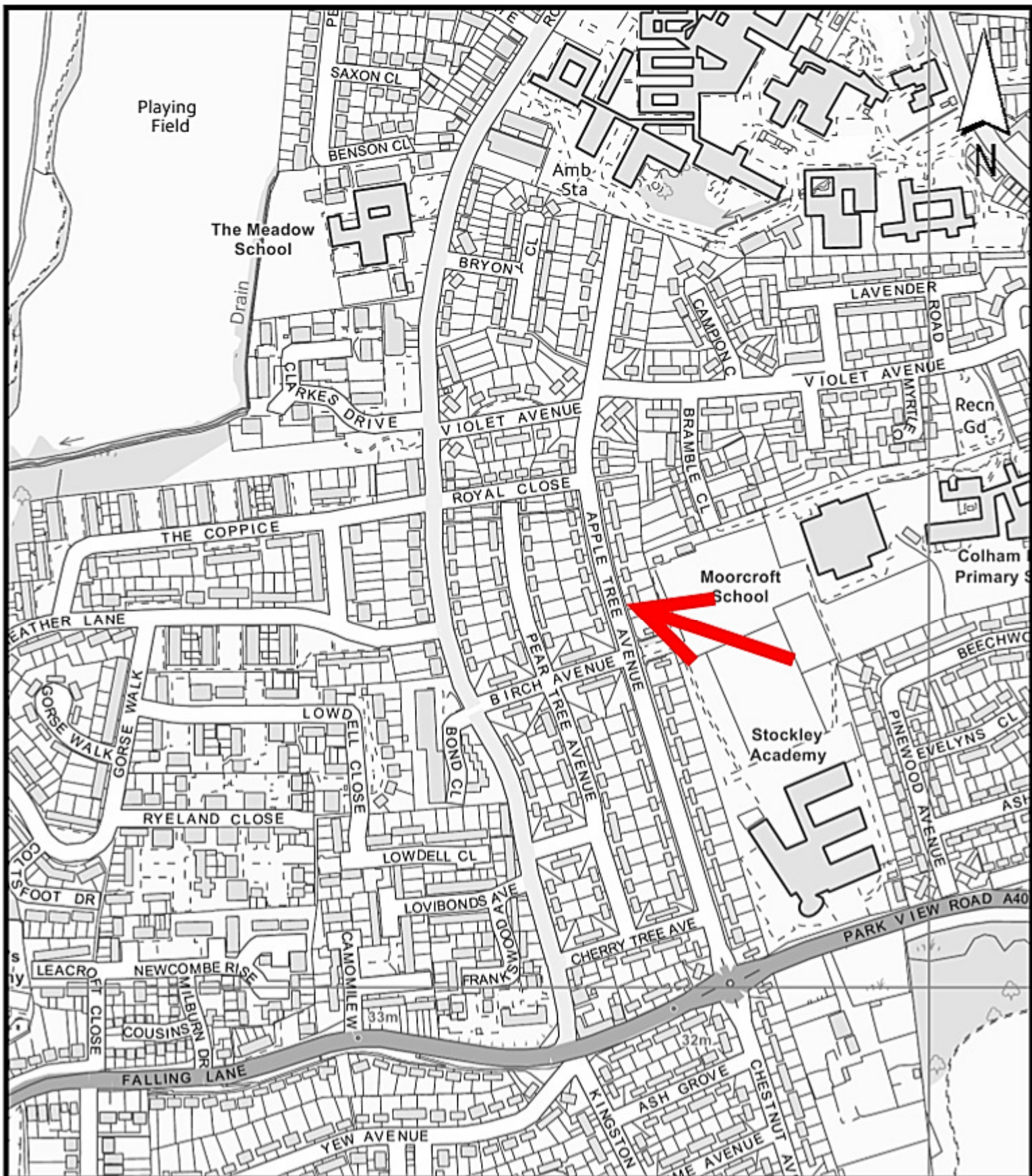
None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Nil.



Apple Tree Avenue, Yiewsley
Location plan

Appendix A

Date November 2018

Scale 1:5,000

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