



Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

Date: WEDNESDAY 11
SEPTEMBER 2019

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, Cabinet Member
for Planning, Transportation and Recycling
(Chairman)

How the hearing works:

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

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

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

Published: Tuesday, 3 September 2019

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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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In the event of a SECURITY INCIDENT, follow instructions issued via the tannoy, a Fire Marshal or a Security Officer. Those unable to evacuate using the stairs, should make their way to the signed refuge locations.



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	Northfield Park, Hayes - Petition Requesting A Residents' Parking Scheme	Pinkwell	1 - 6
5	7pm	Croyde Avenue And Lundy Drive, Hayes - Petition Requesting Traffic Calming Measures And A Permit Parking Scheme	Pinkwell	7 - 12
6	7.30pm	Petition Requesting The Introduction Of A 'Stop & Shop' Parking Scheme Outside Nos.28 To 34 High Road, Cowley	Brunel/ Uxbridge South	13 - 16
7	8pm	Field End Road, Eastcote - Petition Requesting A Pelican Crossing Close To Field End Infant School	Cavendish/ South Ruislip	17 - 22
8	8pm	Micawber Avenue, Hillingdon - Petition Requesting Traffic Calming Measures.	Brunel	23 - 26

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NORTHFIELD PARK, HAYES - PETITION REQUESTING A RESIDENTS' PARKING SCHEME

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	Gordon Hill, Residents Services
Papers with report	Appendix A - Area Plan

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition from residents of Northfield Park asking for a residents' parking scheme.
Contribution to our plans and strategies	The request can be considered as part of the Council's strategy for parking in residential areas.
Financial Cost	There are none associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents, Education and Environmental Services.
Ward(s) affected	Pinkwell.

2. RECOMMENDATIONS

Meeting with the petitioners, the Cabinet Member:

- 1. Listens to their concerns with the parking situation in Northfield Park;**
- 2. Notes the previous results of consultations with residents of Northfield Park; and**
- 3. Subject to the outcome of the above, asks officers to add the request to the Council's Parking Scheme Programme for future informal consultation.**

Reasons for recommendations

Discussions with the petitioners will allow the Cabinet Member to fully understand 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, signed by 38 residents of Northfield Park and Northfield Close, Hayes has been submitted to the Council. In an accompanying statement, the lead petitioner set out residents' concerns and suggestions as:

"1. Northfield Park residents would like to have a two-hour parking restrictions between the hours of 10am and 12pm Monday to Friday.

2. What dispensation would residents have on Northfield Park without driveways?

3. The Council should ticket non-resident parking, and that will prevent any further issues from occurring.

4. The reason why we would like a parking restriction between 10am and 12pm, is due to the massive impact of full control parking in surrounding roads such as Fairy Avenue, Nestles Avenue including 157 Old Station Road, commencing with park and ride scheme. Patients who are coming to the surgery must pay and display for parking, which is causing the drivers to seek free parking. And currently, Northfield Park does not have a parking restrictions, due to this it will be generating more parking disruption for the residents in Northfield Park UB3 4NT and UB3 4NU."

2. Northfield Park is a road of approximately 46 residential properties located to the south of North Hyde Road and is within easy walking distance of Hayes and Harlington Station and Hayes Town Centre. There are an additional 10 properties located in Northfield Close which is accessed via Northfield Park and currently benefits from an existing waiting restriction operating Monday to Friday 10am-noon throughout. As the petitioners have mentioned in their submissions, in recent years a number of the surrounding roads have benefitted from the introduction of Residents' Permit Parking Schemes.

3. The Cabinet Member will recall that in 2018, following a petition from residents requesting measures to address non-residential parking, an informal consultation was undertaken in Northfield Park to gauge support on possible options to manage parking in their road. The result of this informal consultation was that 20 households in Northfield Park were in favour of a Residents' Permit Parking Scheme and five were against. Residents of Northfield Close who responded indicated that they were satisfied with the current parking arrangements. These results were shared with the local ward councillors and the Cabinet Member who, based on these results, instructed officers to develop a detailed design for Northfield Park only.

4. As a result of the above, a detailed design was developed with marked bays and the associated signs. However, due to the significant number of dropped kerbs within Northfield Park this proposal provided a very limited number of parking spaces. As an alternative to the traditional scheme, officers were asked to investigate a 'past this point' type of scheme whereby signs are provided at the start of the road and dispense with signs and bay markings within the road itself. Both options were subject to a second informal consultation with residents.

5. Responses to this second informal consultation indicated that 18 residents results of this consultation preferred the design with signs and bay markings while only four households were in favour of a 'past this point' scheme.

6. The preferred design was then subject to a statutory 21 day formal consultation during which time eight individual letters and one letter signed by 18 residents of Northfield Park were received objecting to the proposals. There were no responses in favour of a scheme. Most of the objections related to the loss of parking, especially the loss of footway parking and parking across residents dropped kerbs, however some residents did also say that yellow lines in the road should be reduced where possible to allow further parking. Based on these results of the consultation implementation of a scheme was then deferred.

7. The petitioners have asked for a 'parking restriction of two hours' but this would mean the loss of footway parking that is currently enjoyed in the road. From past conversations with residents, local Ward Councillors, and the responses to the previous consultations, this would probably not be supported by residents.

8. Under current legislation, the only way that footway parking can be maintained whilst still restricting non-residential parking would be for a Residents Parking Scheme with parking places placed with two wheels on the footway along the full length of the road where parking is to be permitted. Colleagues in Parking Services have advised that vehicles parked wholly within a designated parking place or any other part of the carriageway where parking is specifically authorised are exempt from dropped kerb enforcement during the operational hours of the scheme. This would mean that residents' access to their driveways could in theory be obstructed by vehicles displaying a valid permit whilst the scheme is in operation. However, outside operational hours, the scheme would then carry on as it does now.

9. The Council may be willing to consider this option if residents, knowing the potential downsides, are supportive. It is therefore recommended that the Cabinet Member discusses with the petitioners their concerns and possible options open to them and if considered appropriate, ask officers to add this to the extensive parking scheme programme.

Financial Implications

There are no financial implications associated with the recommendations of this report.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

It will address the concerns of the petitioners.

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 associated with 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.

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

Corporate Property and Construction

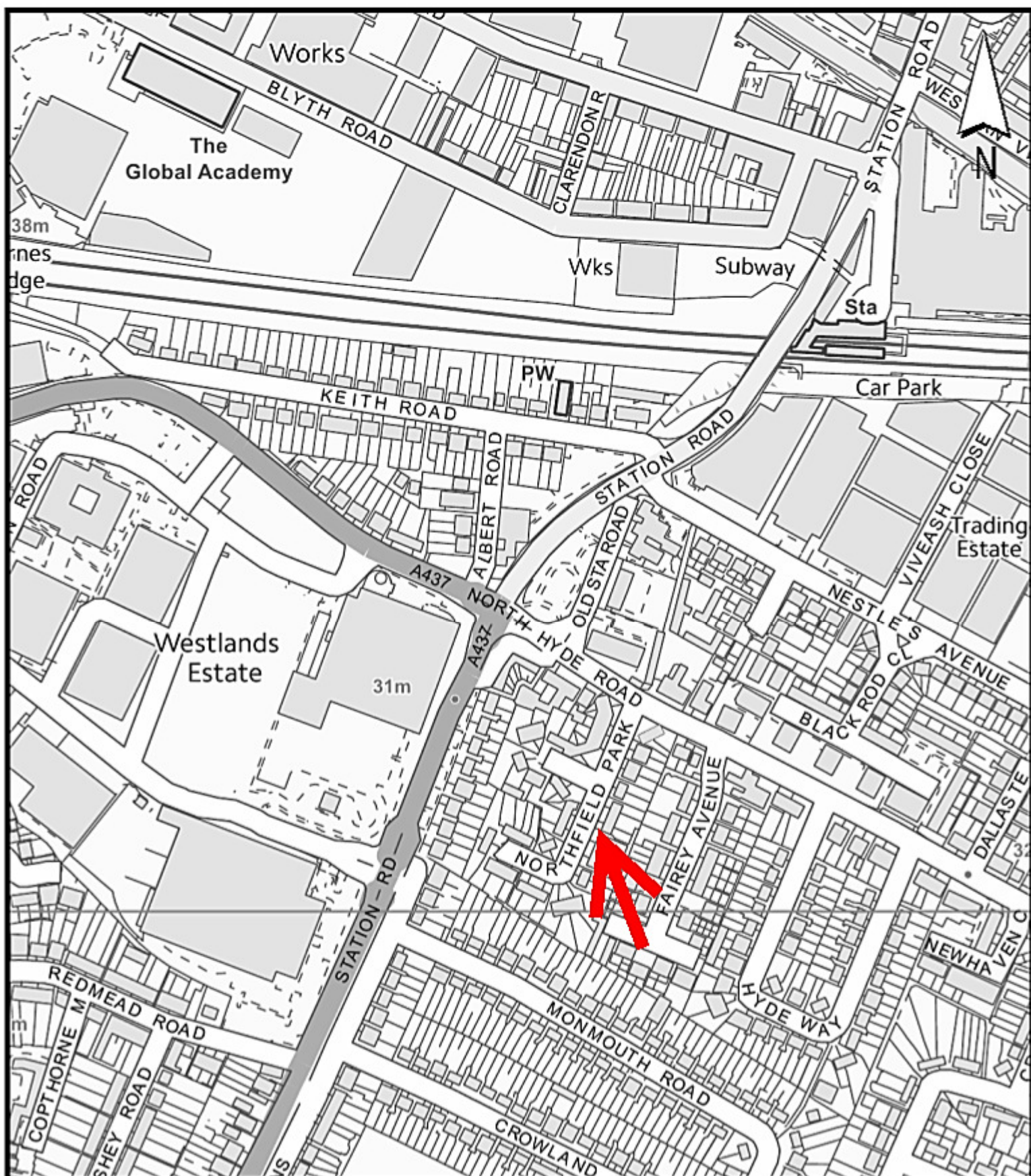
There are no Corporate Property and Construction implications resulting from the recommendations set out in this report.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received
Report on Formal Consultation in Northfield Park



Northfield Park, Hayes Location plan

Appendix A

July 2019
Scale 1:4,000

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Agenda Item 5

CROYDE AVENUE AND LUNDY DRIVE, HAYES - PETITION REQUESTING TRAFFIC CALMING MEASURES AND A PERMIT PARKING SCHEME

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition from residents of Croyde Avenue and Lundy Drive, Hayes requesting traffic calming measures and a residents' permit parking scheme.
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 £85, per location and can be funded from within existing revenue budgets for the Transportation service.
Relevant Policy Overview Committee	Residents, Education and Environmental Services.
Ward(s) affected	Pinkwell

2. RECOMMENDATIONS

Meeting with the Petitioners, the Cabinet Member:

- 1. Listens to their request for traffic calming measures in Croyde Avenue and Lundy Drive, Hayes.**
- 2. Notes the information provided by officers in the Council's Housing Services Team.**
- 3. Advises the petitioners that the private parking areas in Croyde Avenue will not be enforced by the Council's parking enforcement contractor.**
- 4. Subject to the outcome of the discussions with petitioners over their concerns over vehicles speeds, considers asking Officers to undertake traffic surveys, at locations agreed by the petitioners and ward councillors, and to then report back.**

Reasons for recommendations

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

Alternative options considered / risk management

None at this stage.

Policy Overview Committee comments

None at this stage

3. INFORMATION

Supporting Information

1. A petition with 109 signatures has been received by the Council, requesting traffic calming measures in Croyde Avenue and Lundy Drive and residents' permits for the off-street parking areas close to Lister House on Croyde Avenue. In an accompanying statement, the petition outlines the following problems:

*'Drivers are speeding on Croyde Avenue and Lundy Drive, had a few accidents and my own van was written off while it was stationary and vehicle in front of my van was damaged.
People block vehicles parked in the car park. Called the Police for help.
Abandoned vehicles without road tax, MOT and accident damaged vehicles.
People leave their vehicles in the car park and at junction of Croyde Avenue when going on holidays to avoid airport parking expenses.
People working at the airport leave their vehicles in the car park
Commercial vehicles are left in the car park over 2-3 months.'*

2. Also attached to the petition was some helpful suggestions and photos submitted by residents as to what measures they would like see implemented:

*"Double yellow lines in front of Lister House car parks so people cannot block the parked vehicles.
We are demanding that Parking Permits to be issued to residents of Lister House who have vehicles.
Lister House has two car parks, 9 spaces and 16 spaces = 25 car spaces. There are 30 flats in Lister House and 27 flats opposite in Langthorne House.
Permit holder parking at the junction south of Croyde Avenue and Bedwell Gardens near house No.13
No commercial vehicles to be parked in these spaces. Width of car parks in 4.7 metres, when commercial vehicle length is 6 metres.
Speed Breaker of 20 miles speed at Croyde Avenue near house No.11 and No.15 Lister House.
Children of Croyde Avenue flats walk to school and Croyde Avenue is not a through road, it leads to Woolacombe Way and Lundy Drive. There are 400 houses around Croyde Avenue."*

3. Croyde Avenue and Lundy Drive are both residential roads just a short walk to High Street, Hayes that is served by three local bus services, the H98, 140 and 90. To the western

end of Croyde Avenue there are a number of semi-detached properties that all appear to benefit from off-street parking. The remainder of Croyde Avenue and Lundy Drive are a mixture of apartments and terraced houses with some private off-street parking areas adjacent to the carriageway. A location plan is attached as Appendix A.

4. The petitioners have raised a number of concerns so perhaps it will be helpful for the Cabinet Member for officers to comment on these in the order they were raised.

5. The first issue was a concern regarding vehicle speeds on Croyde Avenue and Lundy Drive. It is therefore suggested that the Cabinet Member may be minded to instruct Officers to commission sets of 24/7 Automated Traffic Counts on Croyde Avenue and Lundy Drive at locations agreed with ward councillors and petitioners. These will collect speed and vehicle classification information over a seven day period. The petition hearing will provide an excellent opportunity to hear the testimony of petitioners which will helpfully inform any subsequent investigations.

6. The second concern identified is with drivers who park in front of the off-street parking areas thus preventing access and egress for residents. As the Cabinet Member will be aware obstructing a dropped kerb is already a parking contravention which the Council's parking enforcement contractor, APCOA, actively enforces. It is therefore suggested that the Cabinet Member encourages the petitioners to contact APCOA's hotline on (01895 271418) if vehicles are causing an obstruction. If this does not deter inconsiderate parking then officers could investigate possible double yellow lines at this location.

7. The next concern is the issue of non-residents parking within the off-street parking areas and petitioners are demanding that "Parking Permit to be issued to residents of Lister House who have vehicles." Colleagues within the Council's Housing Services Team have advised that these bays are available for tenants and leaseholders to use on a 'first come first served basis'. In addition, under tenancy and lease terms these residents have a contractual right to use these bays in common with other residents and visitors. As a direct result of this legally binding agreement with the tenants and leaseholders, the Council is not able to implement a residents' permit parking scheme in these parking areas.

8. The final concern raised was regarding nuisance parking, un-taxed or commercial vehicles parking in the off-street bays. These incidents should be reported to the Council's Contact Centre who will ensure that these concerns will be forwarded to the appropriate team for action.

9. To summarise, although for the reasons provided by colleagues in the Council's Housing Services the request for permit parking in the parking areas cannot be considered it is nevertheless recommended that the Cabinet Member does listen to the residents' concerns over vehicle speeds and road safety and if appropriate asks officers to undertake further detailed investigation into possible solutions and report back to him.

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 be identified from Revenue Budgets 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 recommendations to this report and concurs with the financial implications as set out above.

Legal

There are no special legal implications for the proposal to discuss with petitioners their request for traffic calming measures in Croyde Avenue and Lundy Drive, which amounts to an informal consultation. A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage. . In the interest of fairness and natural justice there must be no predetermination of a decision in advance of any wider non-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 recommendation. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

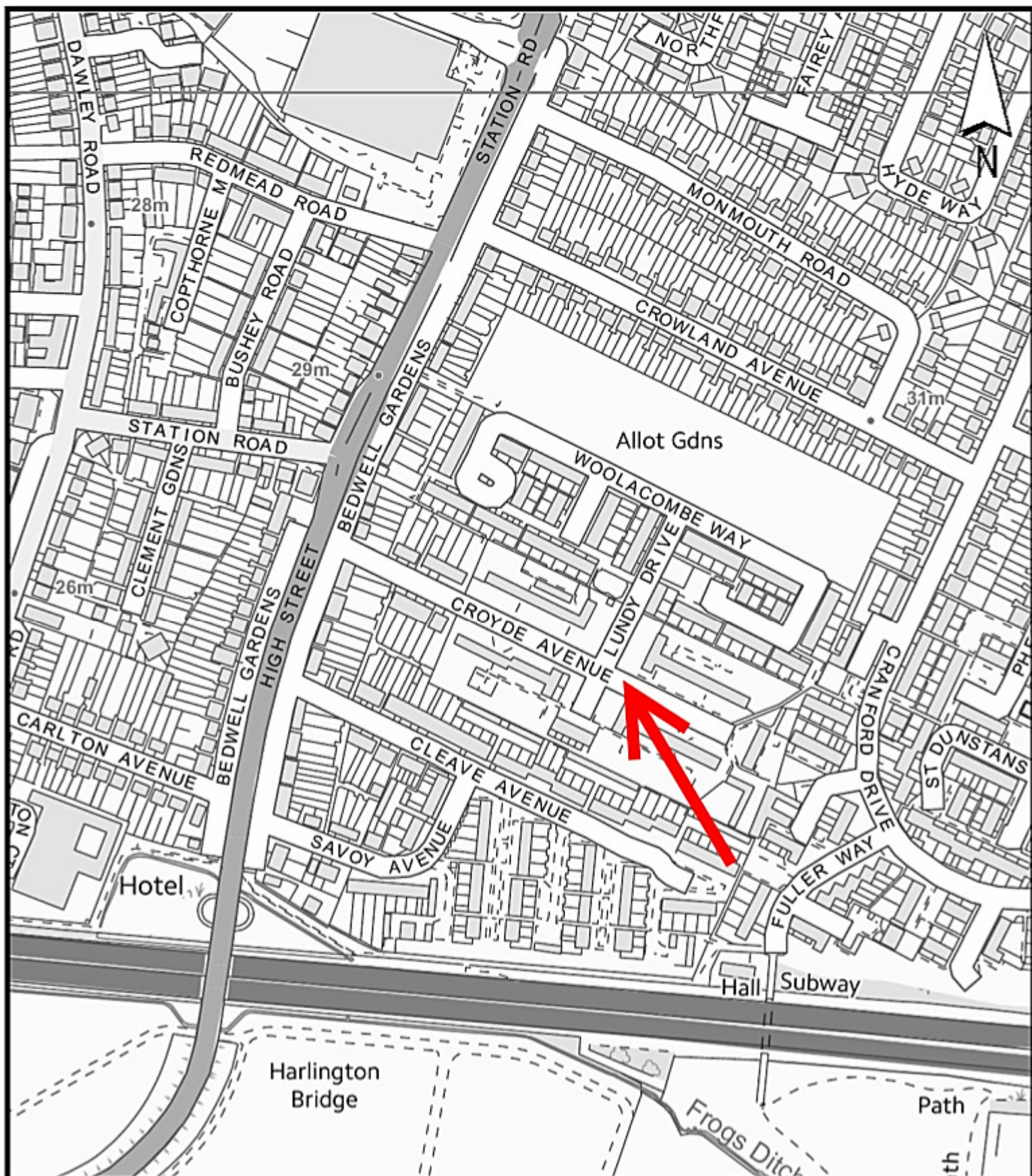
Should there be a decision that further measures are to be considered then the relevant statutory provisions will have to be identified and considered at that time.

Corporate Property and Construction

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

6. BACKGROUND PAPERS

Petition received



Croyde Avenue & Lundy Drive, Hayes Location plan

Appendix A

Date July 2019

Scale 1:4,000

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PETITION REQUESTING THE INTRODUCTION OF A 'STOP & SHOP' PARKING SCHEME OUTSIDE Nos.28 to 34 HIGH ROAD, COWLEY

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 a petition has been received from businesses and customers of the shopping parade in front of Nos.28 to 34 High Road, Cowley requesting a “Stop & Shop” parking 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	Brunel, Uxbridge South

2. RECOMMENDATIONS

Meeting with the Petitioners, the Cabinet Member:

- 1. Meets with petitioners and discusses their concerns about the parking situation in the service road in front of the shops at Nos. 28 to 34 High Road, Cowley.**
- 2. Subject to the outcome of the above, asks officers to add the request to the future Parking Scheme Programme and when resources permit to carry out informal consultation with business occupiers and residents to establish if there is sufficient support for the consideration of a “Stop & Shop” scheme.**

Reasons for recommendations

To provide the Cabinet Member with additional information to determine if there is potential for the introduction of a controlled parking scheme along the service road fronting the shopping parade at Nos. 28 to 34 High Road, Cowley.

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 organised by a business occupier of the shopping parade at Nos. 28 to 34 High Road, Cowley has been submitted to the council under the following heading:

"To install a parking meter 'Pay and Display' free ½ hour for residents. Machine in front of the parade of shops Nos. 28 to 34 High Road, Cowley.

We as a group of shops wish to limit people using the road in front of the shop for free as our customers do not have easy access as a result."

2. This busy shopping parade comprises of 7 retail units and what appears to be residential properties above. In front of the parade there is a service road set that is separated from the main carriageway of Hillingdon Road. A location plan of the area is attached as Appendix A.

3. The petitioners are asking the Council to install a "Stop & Shop" parking scheme. From the petition submitted it would appear that some of the business occupiers and their customers who mainly appear to live locally have signed the petition. Should the Cabinet Member wish to give consideration to the introduction of a 'Stop & Shop' scheme, it is recommended that the Council undertakes its own informal consultation to determine if there is sufficient support from all of those most directly affected. Subject to the Cabinet Member's decision the results of such a consultation can be reported back to the Cabinet Member and Ward Councillors for further consideration.

4. In summary it is therefore recommended therefore that the Cabinet Member meets with petitioners to discuss their concerns in greater detail and subject to the outcome decides if officers should add this request to the forward parking programme to subsequently undertake an informal consultation for a possible "Stop & Shop" parking scheme in the near future.

Financial Implications

There are none associated with the recommendations to this report, however if the Council were to consider the introduction of 'Stop & Shop' parking scheme along this shopping parade, funding would need to be identified from a suitable source.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

Part I – Public

Petition hearing with the Cabinet Member for Planning, Transportation and Recycling –11
September 2019

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 a 'Stop & Shop' parking scheme a consultation will be carried out with businesses and 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 and business occupiers on parking restrictions. Informally consulting residents and businesses 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 and that there must be no predetermination of a decision in advance of any wider non-statutory 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.

Corporate Property and Construction

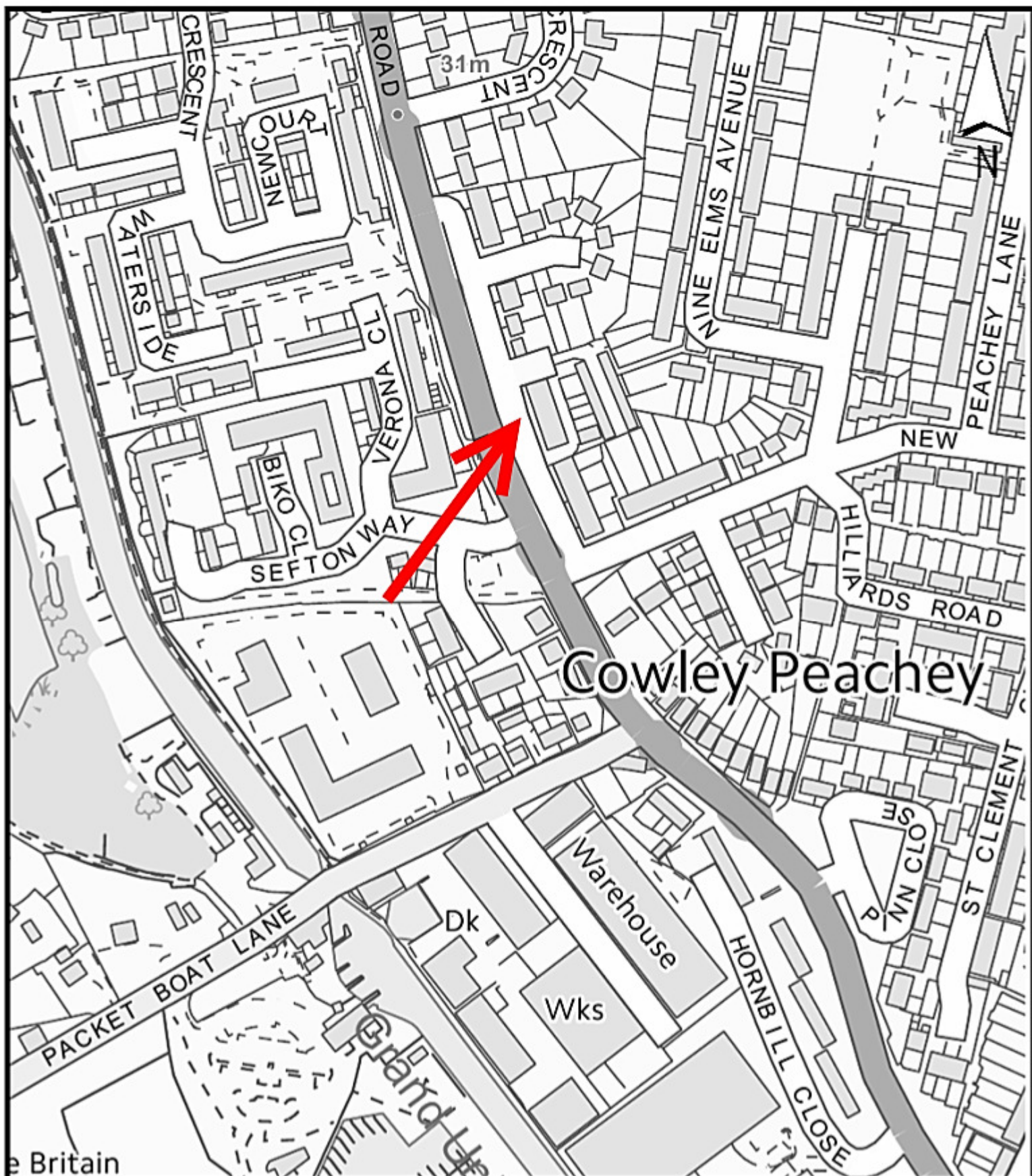
None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received



Nos. 28 to 34 High Road, Cowley
Location plan

Appendix A

Date July 2019

Scale 1:3,000

Agenda Item 7

FIELD END ROAD, EASTCOTE - PETITION REQUESTING A PELICAN CROSSING CLOSE TO FIELD END INFANT SCHOOL

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation and Recycling
Officer Contact(s)	Steven Austin Residents Services
Papers with report	Appendix A - Location plan

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition requesting a Pelican Crossing on Field End Road, Eastcote close to Field End Infant School.
Contribution to our plans and strategies	The request can be considered as part of the Council's Road Safety Programme
Financial Cost	There are no direct costs associated with the recommendations to this report
Relevant Policy Overview Committee	Residents, Education & Environmental Services
Ward(s) affected	Cavendish and South Ruislip

2. RECOMMENDATIONS

Meeting with the Petitioners, the Cabinet Member:

- 1. Considers their request for a Pelican Crossing on Field End Road, Eastcote close to Field End Infant School.**
- 2. Subject to the above, asks officers to add the petitioners' request to the Council's Road Safety Programme for further detailed investigation.**
- 3. Asks officers to commission independent speed and traffic surveys at locations agreed by the petitioners and local Ward Councillors and then to report back to the Cabinet Member.**
- 4. Invites ward councillors to make contact with the school with the aim to encourage them to work with the Council's Road Safety and School Travel Team.**

Reason for recommendations

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

Alternative options considered / risk management

None at this stage.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. An e-petition with 62 valid signatures and a paper petition with 33 signatures have been submitted to the Council, from residents signed under the following heading:

"We the undersigned, petition Hillingdon Council. We would like the Council to install a new pelican crossing on Field End Road by Parkfield Crescent."

2. In an accompanying statement the lead petitioner helpfully provides the following information:

"Children crossing Field End Road with their parents on a daily basis, from Monday to Friday, is a daily struggle. The zebra crossing that is already by Field End Junior School is placed too far from the infant school. Many of us cross the main road by Parkfield Crescent with cars going 40mph at least.

When it is safe to cross, hordes of people stop in the middle of the road, where the island is, to wait for the other on-coming cars to stop. This is highly dangerous and it has been seen a number of times that people have to squish themselves safely onto the island, so as not to be hit by a car. Parents with buggies are more at risk too, as the island space in the middle of the road is just not big enough for a group of people, especially babies in buggies.

To make it safer for all pedestrians crossing, we propose a pelican crossing."

3. Field End Road is a main route that links Eastcote and Pinner in the north to South Ruislip and the A40 to the south. There is an existing two stage zebra crossing located approximately 200 metres from the central island mentioned in the petition. This safety of this zebra crossing is enhanced by the presence of a School Crossing Patrol Officer during the morning and afternoon school pick-up and drop-off times.

4. It is worth noting that the feasibility of installing any type of formal pedestrian crossing point depends on a number of design requirements including visibility distances, the lay-out of existing driveways, traffic volumes and speeds, pedestrian movements, existing/proposed parking restrictions and the provision of a safe area for pedestrians waiting to cross the road. In respect to the request for a pelican crossing, Transport for London will also have strict criteria and design standards for this type of provision as they install and maintain all traffic signals across London

5. As the Cabinet Member will be aware, many schools across Hillingdon work with the Council's Road Safety and School Travel Team on developing the school travel plan. There are many ways in which the school, working in partnership with the Council's team, can promote more sustainable modes of transport to and from school and it is encouraging that petitioners are keen to walk to school. Field End Infant School regularly takes up the offer of pedestrian training but at the present time the schools are not actively working with Council Officers on road safety campaigns or competitions. Whilst officers will continue to try to engage with the schools, the Cabinet Member may wish to ask the local ward councillors to also approach them and encourage them to work with the Council on the STARS programme.

6. In response to the petition, it is recommended that the Cabinet Member meets the petitioners and listens to their concerns and decides if this report should be added to the Council's Road Safety Programme for further detailed investigations and the development of options. In addition and subject to the outcome of discussions, the Cabinet Member could recommend undertaking independent speed and traffic surveys on Field End Road at locations to be agreed with the petitioners and ward councillors to help inform any decisions on a possible zebra crossing or any other measures that may be appropriate.

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 to help inform any further investigation. If additional works are subsequently required, suitable funding will also be identified.

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.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed the recommendations to this report and concurs with the financial implications as set out.

Legal

It is important that decision-makers have no personal interest in the subject on which they are adjudicating. If the decision maker believes they have a personal interest, this must be disclosed. [R v Bow Street Metropolitan Stipendiary Magistrate, ex parte Pinochet Ungarte \(No 2\) \[2001\] 1 AC 119.](#)

It will often be necessary to engage in legitimate informal dialogue with those who would be impacted by any changes or those with a particular interest; prior to a formal consultation to obtain initial evidence and to gain an understanding of the issues that will need to be raised in the formal consultation.

It is necessary for the decision makers to communicate and seek the views of those that need to know about the potential changes at a formative stage, such as the residents in the vicinity of Field End Road Eastcote, and other road users, (such as nearby Schools, doctor surgeries, local businesses, resident associations, and voluntary and community groups etc) that are in close proximity to Field End Road Eastcote. This in turn will avoid issues with bias, and prejudice.

In considering any informal consultation responses, decision makers must ensure that they have 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.

During the informal consultation, Members are guided to be mindful of the legal requirements for a proper consultation exercise are known as the Sedley requirements, adopted by Hodgson J in [R v Brent London Borough Council, ex parte Gunning \(1985\) 84 LGR 168](#), being:

- Consultation must be made at a time when proposals are at a formative stage;
- Sufficient reasons for the proposal must be given to allow intelligent consideration response;
- Adequate time must be given for a response; and
- The product of the consultation must be conscientiously taken into account in finalising proposals.

The receipt of major new information during or after the consultation process may require the re-opening of the consultation process to enable consultees to comment on that new information before the decision is taken.

Should the outcome of the informal discussions with petitioners require that Officers include the Petitioners request, and other possible options in the Road Safety Programme, there will 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.

The Council should show that relevant opinions and suggestions have been taken into account and explain if there are reasons why it hasn't been possible to address all of the issues raised by the consultees.

The Council should inform those consulted of any changes made as a result of the consultation.

Corporate Property and Construction

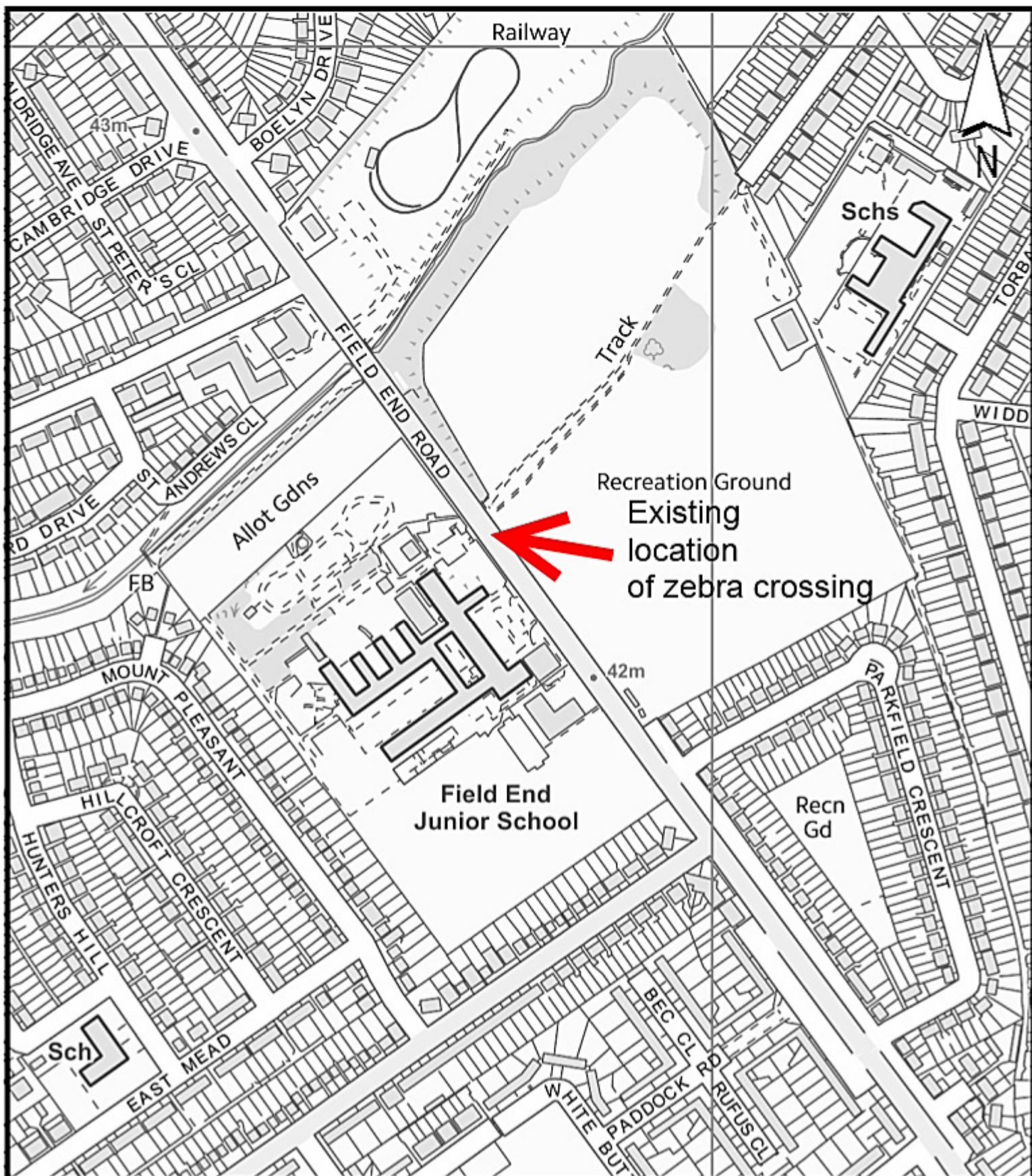
None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received



Field End Road, Eastcote - Petition requesting a pelican crossing close to Field End Infant School

Appendix A

Date September 2019

Scale 1:4,000

MICAWBER AVENUE, HILLINGDON - 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 requesting traffic calming measures along Micawber Avenue, Hillingdon.
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 £85 per location and can be funded from within existing revenue budgets for the Transportation service.
Relevant Policy Overview Committee	Residents, Education and Environmental Services.
Ward(s) affected	Brunel

2. RECOMMENDATIONS

Meeting with the Petitioners, the Cabinet Member:

- 1. Listens to their request for traffic calming measures in Micawber Avenue, Hillingdon.**
- 2. Subject to the outcome of the above, considers asking officers to undertake further traffic surveys, at locations agreed by the petitioners, 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.

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 66 signatures has been submitted by residents living in Micawber Avenue signed under the following heading:

"The increasing incidents of vehicles racing in Micawber Avenue at all times of the day and night. The installation of Traffic Calming methods in Micawber Avenue. "

2. Micawber Avenue is a mainly residential road that is within close proximity to Hillingdon Hospital, bus services and other local amenities. Anecdotal evidence suggests that Micawber Avenue and St Margarets Avenue are sometimes used by drivers wanting to go between Pield Heath Road and Harlington Road thus avoiding any possible congestion at the roundabouts at the junction. A location plan is attached as Appendix A.

3. The width of Micawber Avenue is approximately 5.7 metres wide and is bounded on both sides by a footway measuring on average 3.1 metres on the east side of the road and 2.5 metres on the west side. Micawber Avenue already benefits from waiting restrictions that are enforced Monday to Friday, 8am - 6.30pm. The road and footway were both resurfaced in October 2016.

4. Police recorded collision data for the three year period to the end of December 2018 (the latest data available) indicates that there are no recorded incidents in Micawber Avenue but one on Pield Heath Road close to the junction. It should be noted that the collision data which the Council has access to is only police recorded incidents and does not include damage only crashes.

5. As a result of the concerns raised by residents, the Cabinet Member maybe minded to instruct officers to commission 24/7 Automatic Traffic Counts on Micawber Avenue at locations agreed with petitioners and ward councillors. The speed and vehicle traffic data captured and the testimony of petitioners will help inform the investigations into possible measures.

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 be identified from Revenue Budgets 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 recommendations to this report and concurs with the financial implications as set out above.

Legal

There are no special legal implications for the proposal to discuss with petitioners their request for traffic calming measures in Micawber Avenue, 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.

Irrespective of councillor's support for the scheme, there must be no predetermination of a decision in advance of any wider non-statutory consultation if the process is to be fairness and just.

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

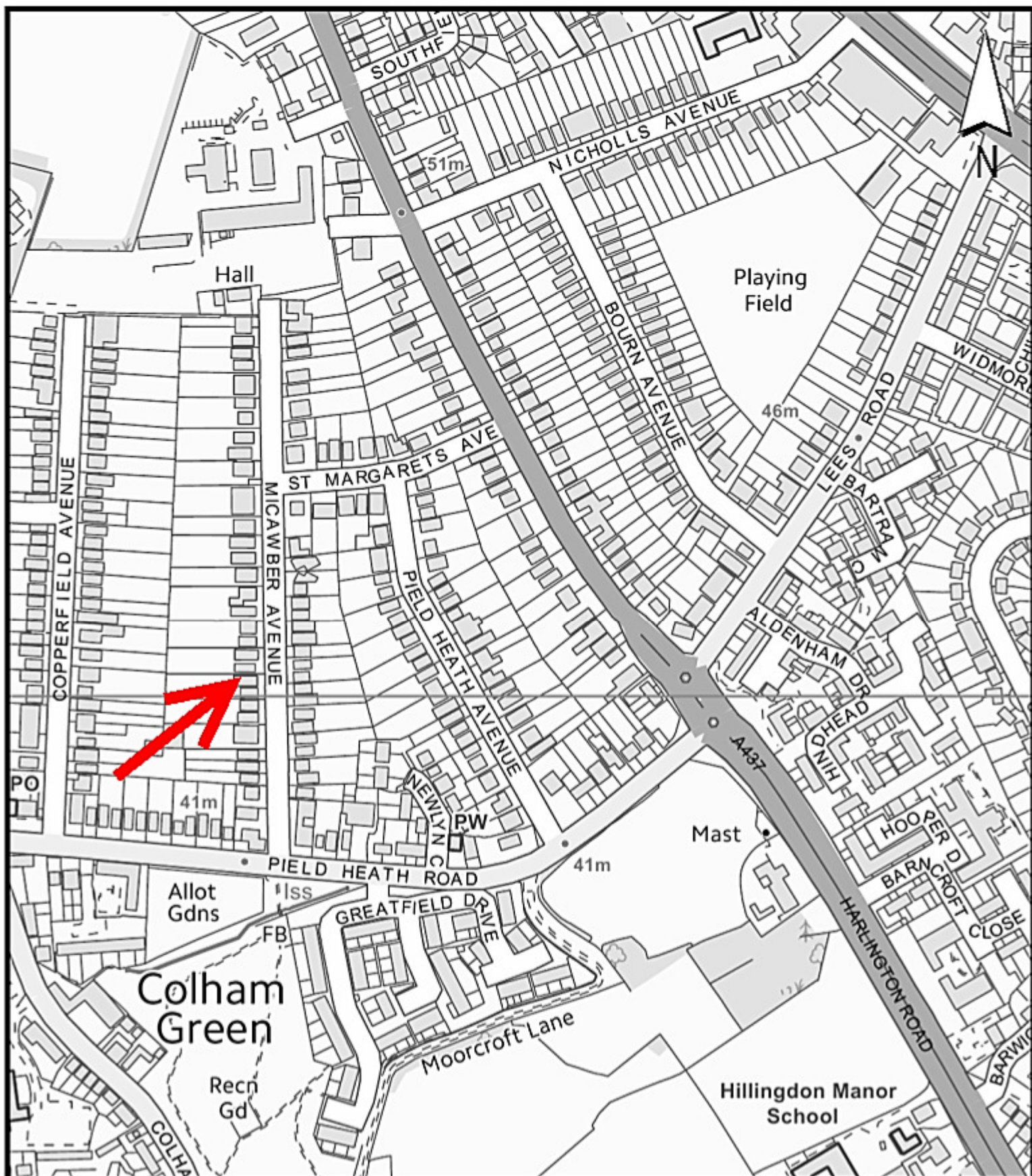
Should there be a decision that further measures are to be considered then the relevant statutory provisions will have to be identified and considered at that time.

Corporate Property and Construction

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

6. BACKGROUND PAPERS

Petition received



Micawber Avenue, Hillingdon
Location plan

Appendix A

Date August 2019

Scale 1:4,000