



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Public Safety & Transport

Date: WEDNESDAY 6 OCTOBER
2021

Time: 7.00 PM

Venue: COMMITTEE ROOM 5 -
CIVIC CENTRE, HIGH
STREET, UXBRIDGE

**Meeting
Details:** Members of the Public and
Media are welcome to attend.
This meeting may also be
broadcast live.

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 John Riley, Cabinet Member for
Public Safety and Transport

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 28 September 2021

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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

Travel and parking

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Please enter via main reception and visit the security desk to sign-in and collect a visitor's pass. You will then be directed to the Committee Room.

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Attending, reporting and filming of meetings

For the public part of this meeting, residents and the media are welcomed to attend, and if they wish, report on it, broadcast, record or film proceedings as long as it does not disrupt proceedings. It is recommended to give advance notice to ensure any particular requirements can be met. The Council will provide a seating area for residents/public, an area for the media and high speed WiFi access to all attending. The officer shown on the front of this agenda should be contacted for further information and will be available at the meeting to assist if required. Kindly ensure all mobile or similar devices on silent mode. Please note that the Council may also record or film this meeting and publish this online.

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Agenda

- 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 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	7.00 pm	Church Close, West Drayton - Petition Requesting The Introduction Of Yellow Lines Or A Residents' Permit Parking Scheme	West Drayton	1 – 6
5	7.30 pm	Rockingham Bridge Conservation Area, Uxbridge - Petition Requesting An Extension To The Operating Times Of 'Zone U4' Residents' Permit Parking Scheme And Additional Spaces	Uxbridge South	7 – 12
6	8.00 pm	Freeman's Lane, Hayes – Petition Requesting Traffic Calming And Increased Street Cleansing	Townfield	13 – 22

CHURCH CLOSE, WEST DRAYTON - PETITION REQUESTING THE INTRODUCTION OF YELLOW LINES OR A RESIDENTS' PERMIT PARKING SCHEME

Cabinet Member(s)	Councillor John Riley
Cabinet Portfolio(s)	Cabinet Member for Public Safety and Transport
Officer Contact(s)	Steven Austin – Infrastructure, Transport and Building Services
Papers with report	Appendix A

HEADLINES

Summary	To inform the Cabinet Member that a petition has received from residents of Church Close, requesting the introduction of yellow lines or a residents' permit parking scheme.
Putting our Residents First	This report supports the Council objective of Our People. The request can be considered as part of the Council's annual programme for on-street parking controls.
Financial Cost	There are no direct financial implications associated with the recommendations to this report.
Relevant Select Committee	Public Safety and Transport Select Committee
Relevant Ward(s)	West Drayton

RECOMMENDATIONS

That the Cabinet Member for Public Safety and Transport:

- 1. meets with petitioners and listens to their concerns over non-residential parking in Church Close, West Drayton.**
- 2. subject to the outcome of the above, asks officers to add this request to the Council's extensive Parking Management Scheme Programme for a possible informal consultation.**

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.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

1. A petition with 21 signatures has been submitted to the Council, mainly from residents of Church Close, West Drayton signed under the following heading:

"Residents parking or yellow lines on Church Close, West Drayton."

In an accompanying statement, residents helpfully provided the following additional information:

"Parking on Church Road, UB7. Residents on Church Road are using Church Close to park their cars/vans causing access issues for residents of Church Close."

"The petition is to request yellow line restrictions or residents' parking in line with other roads surrounding us."

2. Church Close is a mainly residential road immediately within easy walking distance of shops, West Drayton Station, local schools, and other local amenities. Church Close also provides a vehicular access point to The Closes Recreation Ground. At the junction of Church Close and Church Road there are existing double yellow lines. The width of the carriageway is approximately four metres and is bounded on the east side by a very narrow footway and on the west side by a pavement of 1.9 metres. A plan of the area is attached as Appendix A.

3. The Cabinet Member will be aware that in June 2019 the Council implemented a Parking Management Scheme 'Zone WD5' in adjacent roads, close to Church Close, and in a separate email submitted to officers from the lead petitioner of the present petition, they make reference to this fact, and have indicated that residents would like a separate zone for their road. Whilst this is not the Council's usual practice, such an option can be considered.

4. Whilst it is not the Council's usual practice to implement parking schemes for individual roads, it is recommended that the Cabinet Member discusses with petitioners and their Ward Councillors the nature of their concerns and suggestions in greater detail. Subject to the outcome of these discussions, and if he deems it appropriate, the Cabinet Member may then ask officers to add the request to the future extensive parking scheme programme for further investigation and informal consultation with residents.

Financial Implications

There are no direct financial implications associated with recommendations to this report. However, if the Council was to consider the introduction of managed parking in Church Close, funding would need to be identified from a suitable source.

RESIDENT BENEFIT & CONSULTATION

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

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

Consultation carried out or required

None at this stage.

CORPORATE CONSIDERATIONS

Corporate Finance

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

Legal

The Borough Solicitor confirms that there are no specific legal implications arising from this report.

Infrastructure / Asset Management

None at this stage.

Comments from other relevant service areas

None at this stage.

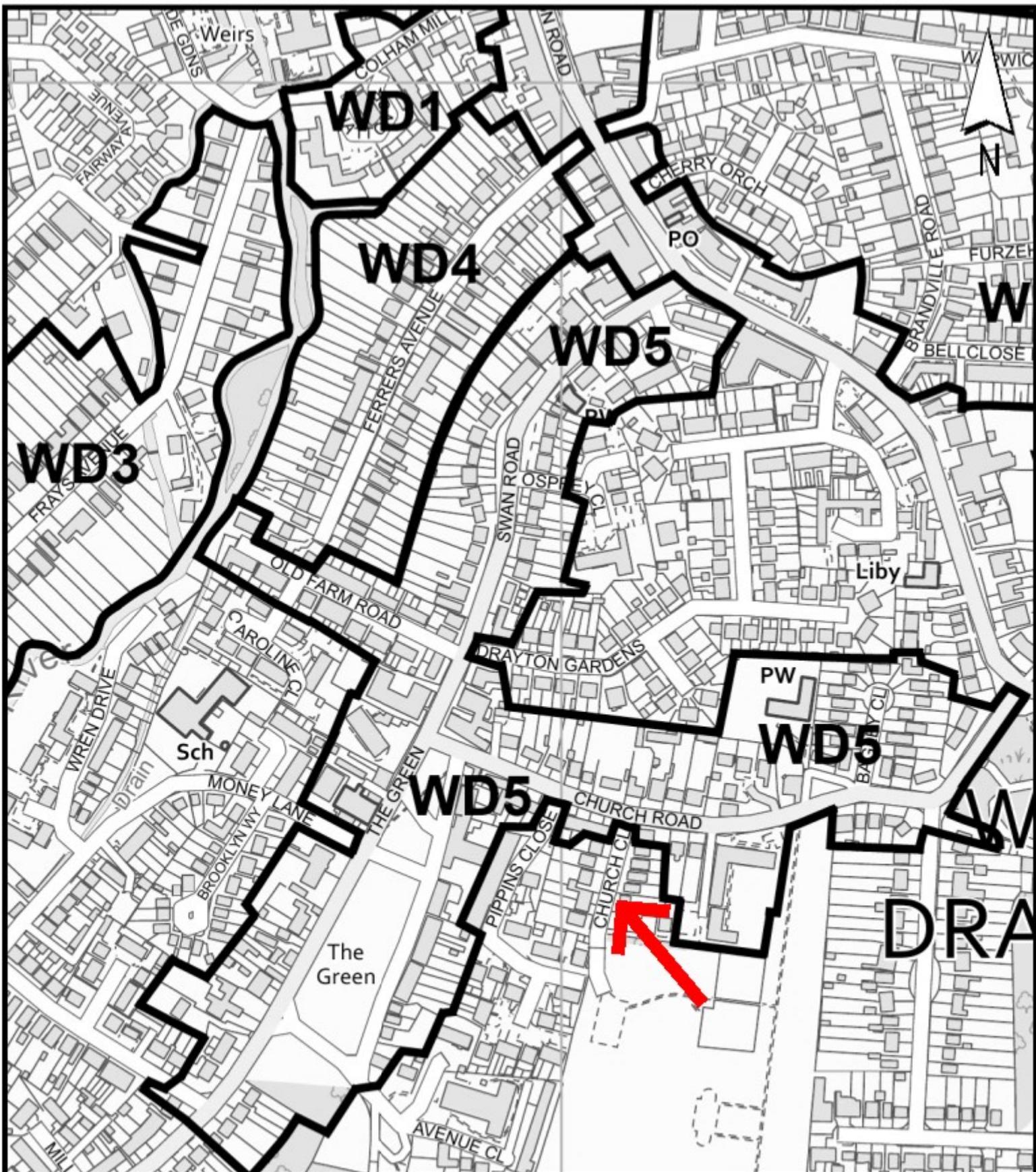
BACKGROUND PAPERS

Petition received.

TITLE OF ANY APPENDICES

Appendix A - Location plan

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Church Close, West Drayton
Location plan

Appendix A

August 2021

Scale 1:4,000



Nearby extent of the West Drayton
Parking Management Scheme



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ROCKINGHAM BRIDGE CONSERVATION AREA, UXBRIDGE - PETITION REQUESTING AN EXTENSION TO THE OPERATING TIMES OF 'ZONE U4' RESIDENTS' PERMIT PARKING SCHEME AND ADDITIONAL SPACES

Cabinet Member(s)	Councillor John Riley
Cabinet Portfolio(s)	Cabinet Member for Public Safety and Transport
Officer Contact(s)	Steven Austin, Infrastructure, Transport and Building Services
Papers with report	Appendix A – Location Plan

HEADLINES

Summary	To inform the Cabinet Member that a petition has been received from residents who live within the area covered by the Uxbridge South Parking Management Scheme 'Zone U4' requesting an extension to the operational times of the scheme and the inclusion of five spaces in Victoria Road that are currently not covered by the scheme.
Putting our Residents First	This report supports the Council objective of <i>Our People</i> . The request can be considered as part of the Council's annual programme for on-street parking controls.
Financial Cost	There are no direct financial implications associated with the recommendations to this report.
Relevant Select Committee	Public Safety and Transport Select Committee.
Relevant Ward(s)	Uxbridge South.

RECOMMENDATIONS

That the Cabinet Member for Public Safety and Transport:

- 1. meets with petitioners and listens to their request to extend the operational hours of the Uxbridge South Parking Management Scheme 'Zone U4' and to include five spaces in Victoria Road within the scheme.**
- 2. subject to the outcome of the above, asks officers to add this request to the Council's extensive Parking Management Scheme Programme for a possible informal consultation.**

3. notes the request to include five bays on Victoria Road to be included in 'Zone U4' Parking Management Scheme and asks officers in the Council's Hillingdon Tenancy Services Team to investigate the status of this area of highway and to report back to him.

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.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

1. A petition with 64 signatures has been submitted to the Council from residents living in the area of 'Uxbridge South Rockingham Bridge Conservation Area'. The petition is signed under the following heading:

"We the residents of Uxbridge South Rockingham Bridge Conservation Area in the U4 Parking Zone would like to call on the Council to:

- i) Reform the current operation of the U4 Parking Permit Area, to either extend the existing restricted hours to 6am – 10pm, 7 days a week, or AT ALL TIMES 7 days a week.*
- ii) Take ownership of the 5 free, unmarked spaces (opposite the Frays Court Flats) at the end of Victoria Road that currently don't belong to the parking zone to increase the number of U4 Permit Only Parking Spaces.*

We are facing constant issues from non-local use in the U4 area roads (Lawn, Cross, Victoria & Bassett Road, The Lynch, Lynch Close, New Windsor Street and Rockingham Parade) which is adversely affecting our community. Residents of surrounding flats in Uxbridge Town Centre (especially the Panorama Building, Harefield Road) have S106 Agreements re Parking Permits, that does not stop them owning cars. Owners without Permits wait until the current Permit hours finish and take up spaces before residents with Permits arrive home from work. We predict that the situation is to get worse with the completion of the Randall's Building Flats in Vine Street, the Windsor House Flats, Windsor Street and the flats in the Woodbridge Development off Windsor Street which have similar S106 Agreements. Key health and police workers living in the area come home from long shifts and are unable to park close to their properties having to drive around the local area to find a space far away and walk home. Older residents who are less mobile and struggle to walk are affected. This and ongoing drugs activity in the area has resulted recently in a late-night assault and robbery.

On Sundays, not covered by any parking restrictions, shoppers not wanting to pay to use the available parking facilities and the local SOTS Centre attended use both the residents on street, private residential parking, and parking on yellow lined area along New Windsor Street and Cross Road. Shoppers and people working in the Uxbridge Town Centre continually use the 5 unclaimed free at all times parking area in Victoria Road limiting our available parking spaces.”

2. As mentioned in the petition, the area covered by the Uxbridge South Parking Management Scheme ‘Zone U4’ is within easy walking distance from Uxbridge Town Centre, the Station, and other numerous local amenities. A plan of the area and the existing parking management schemes is attached as Appendix A.
3. The current operating hours of Zone U4 is Monday to Saturday 9am to 5pm. Outside of these times non-residents can park within the parking bays without the need for a permit or visitor voucher. As a result of these residential roads being so close to Uxbridge Town Centre, they could provide an attractive place to park in the evening and on a Sunday.
4. The Cabinet Member may recall that in 2012, following a similar petition received from residents of “Zone U3” which is situated just to the north of Uxbridge Town Centre, the Parking Management Scheme times were extended from Monday to Saturday 9am – 5pm to everyday 9am – 10pm. This was to address similar concerns with non-residential parking associated with local bars, restaurants, the cinema complex, and night clubs.
5. Given the above and this petition submitted by residents who live in ‘Zone U4’, it is recommended that the Cabinet Member asks officers to undertake an informal consultation with residents of the area on whether they would support extending the current times of the scheme to possible times agreed with them at the petition meeting.
6. As part of the petition, residents have asked if five spaces in Victoria Road, opposite Frays Court flats, could be included within the Zone U4 Parking Management Scheme. It appears from emails attached to the petition that the Chair of the Uxbridge South Rockingham Bridge Conservation Area Residents Association has already made enquiries to the Council on the ownership of this area of Highway. From information on the Council’s Geographic Information System (GIS) Highway’s layer, the area appears to be owned and managed by colleagues in Hillingdon Tenancy Services. It is therefore suggested that the Cabinet Member asks officers from that service to update him on any agreements that may exist with residents that would prevent this area from being included in the Parking Management Scheme. Officers will brief the Cabinet Member ahead of the actual petition hearing should this information become available in advance.
7. Subject to the outcome of this investigation, the Cabinet Member may decide if this request from residents can be progressed and subsequently asks officers to prepare a detailed design for further consultation.

Financial Implications

There are no direct financial implications associated with recommendations to this report. However, if the Council was to consider extending the hours of the Zone U4 Parking Management Scheme then funding for the legal process and new signage would need to be identified from a

suitable source.

RESIDENT BENEFIT & CONSULTATION

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

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

Consultation carried out or required

None at this stage.

CORPORATE CONSIDERATIONS

Corporate Finance

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

Legal

The Borough Solicitor confirms that there are no specific legal implications arising from this report.

Infrastructure / Asset Management

None at this stage.

Comments from other relevant service areas

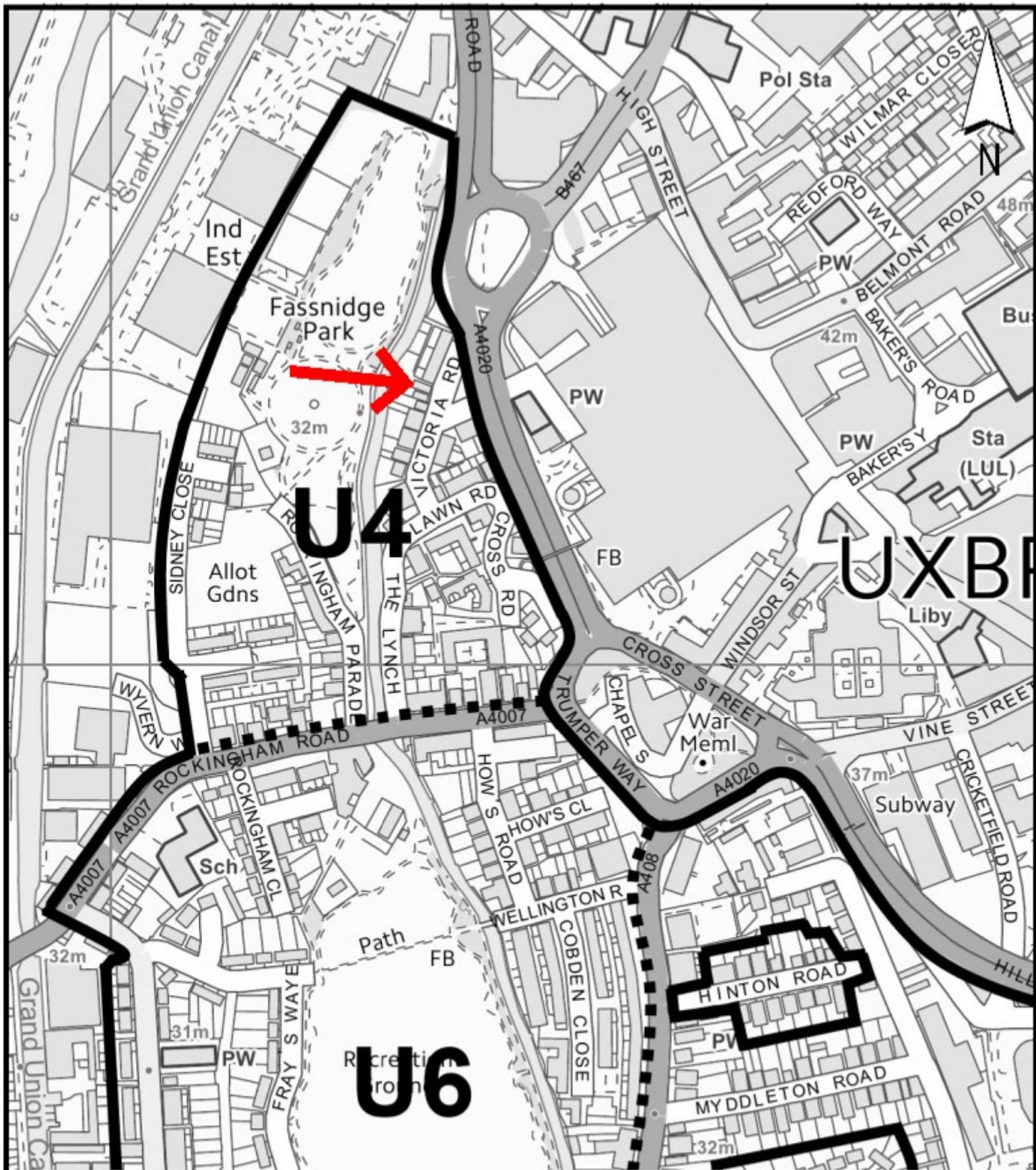
None at this stage.

BACKGROUND PAPERS

Petition received.

TITLE OF ANY APPENDICES

Appendix A - Location plan



Uxbridge South Parking Management Scheme Zone U4 - Location plan

Appendix A

August 2021

Scale 1:4,000



Nearby extent of the Uxbridge South Parking Management Scheme



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FREEMAN'S LANE, HAYES - PETITION REQUESTING TRAFFIC CALMING AND INCREASED STREET CLEANSING

Cabinet Member(s)	Councillor John Riley
Cabinet Portfolio(s)	Cabinet Member for Public Safety and Transport
Officer Contact(s)	Sophie Wilmot, Infrastructure, Transport and Building Services
Papers with report	Appendix A – Location Plan

HEADLINES

Summary	To inform the Cabinet Member that the Council has received a petition from residents requesting the introduction of speed reduction and increased street cleansing on Freeman's Lane, Hayes.
Contribution to our plans and strategies	The request can be considered as part of the Council's annual programme of road safety initiatives.
Financial Cost	The cost associated with the recommendations to this report is £425 and will be managed within existing transportation revenue budgets.
Relevant Select Committee	Public Safety and Transport Select Committee
Ward(s) affected	Townfield

RECOMMENDATIONS

That the Cabinet Member for Public Safety and Transport:

- 1) meets with petitioners and listens to their concerns in regard to speeding and street cleansing on Freeman's Lane, Hayes;
- 2) subject to the outcome of the above, asks officers to undertake 24/7 automated traffic counts at locations along Freeman's Lane agreed with petitioners, and to report back to the Cabinet Member on the outcome;
- 3) subject to the outcome of the above, asks officers to liaise with the Highways team to investigate the current width restriction on Freeman's Lane, Hayes; and
- 4) subject to the outcome of the above, asks officers within the Street Cleansing team to investigate issues raised by the petitioners and report back to the relevant Cabinet Member, the Cabinet Member for Environment, Housing and Regeneration.

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.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

Supporting Information

1. A petition with a total of 81 signatures has been received by the Council.
2. The petition is a request for a speed reduction and increased street cleansing in Freeman's Lane, Hayes and states the following: *'20mph speed limit and littering blighting residents' lives on Freemans Lane. We the residents of Freemans Lane and nearby areas call upon the Council to reconsider the imposition of 30 mph speed limit in our road for the following reasons. 1. Outside two of the entrances to the park where the pathways are very narrow there is no designated crossing points which often means that children and less agile residents struggle to cross due to 30mph. 2. Those living in the road have to listen to the constant sound of cars screeching day and night as they pick up speed or come to a halt close to where the road turns and narrows. 3. There have been very many near misses due to speed of vehicle travel and we are all aware of the accidents that have taken place over the years. We call upon the Council to install 20mph in Freemans Lane as is on most of Church Road. We would also welcome the Council taking action to ensure our road is cleaned more often than it is due to the high volume of littering that takes place by those entering and exiting the Park.... Reduced speed limit from 30mph to 20mph reinstall bollards (they are damaged, unlocked and widened).'*
3. Freeman's Lane, Hayes is a residential road in Hayes. It runs between the roundabout junction with Botwell Lane, Botwell Common Road and Judge Heath Lane to the junction with southbound from its junction with Church Road. On one side of the road there is Barra Hall Park. A location plan is provided in Appendix A.
4. A review of accident data shows that there have been five personal-injury accidents on Freeman's Lane in the most recent five-year period for which data is available. All these accidents resulted in slight injury only. The majority of accidents occurred at the junction with Church Road. It should be noted that that these records do not include damage-only collisions or near misses which had no police involvement. The petitioners have indicated that a lot of near misses have occurred on Freeman's Lane.
5. The Cabinet Member will be aware that, like most local authorities throughout the United Kingdom, the Council no longer installs the old-fashioned type of round-topped 'speed humps', often known colloquially as 'sleeping policemen'. However, in certain

circumstances where the evidence supports the case, some other forms of traffic calming, such as raised speed tables or other approved measures, may be considered. There are of course costs involved with any physical measures of this kind, which means that there has to be reasonable evidence to justify the expenditure.

6. In order to investigate these concerns of speeding raised by the residents of Freeman's Lane, the Cabinet Member may be minded to instruct officers to commission a series of independent 24/7 automated traffic counts to collect vehicle speeds and classification. The petitioners may also be able to offer suggested locations for such surveys, based on their local knowledge of the area. Given the size of Freeman's Lane, a total of five survey locations are suggested to ensure an appropriate set of data is collected.
7. Subject to the outcome of the traffic surveys, the Cabinet Member may then be minded to instruct officers to review potential options to improve the road safety and reduce traffic speeds in the area. These considerations would need to consider highways constraints, existing restrictions and other such factors. The outcome of these considerations would then be discussed with the Cabinet Member to decide on the most appropriate way forward.
8. Should a potential scheme result from this process, there would need to be appropriate public consultation with residents, as well as bidding for the funding that would be required to deliver such a scheme.
9. There is an existing width restriction on Freeman's Lane, close to the roundabout junction. This is a physical width restriction, which is built with a central island and removable bollards to maintain access for emergency services. The petitioners have stated that this width restriction is currently damaged, with bollards removed resulting in the width restriction being wider and not preventing larger vehicles accessing Freeman's Lane. Officers have visited the width restriction on Freeman's Lane and all bollards were in place at the time, however, the Cabinet Member maybe minded to ask the Highways team to undertake a more in-depth investigation.
10. The petitioners have also outlined that further street cleansing is needed on Freeman's Lane as the road suffers from increased litter due to people exiting Barra Hall Park. Officers have liaised with colleagues in the Street Cleansing Team who have provided the following information about cleaning of Freeman's Lane: *'At the moment, Street Cleansing has a Solo sweeper that attends Freemans Lane every Wednesday. We also have mechanical sweepers that sweep the area every 4 to 6 weeks depending on the time of year and workload. On top of this we have a 'Ward Team' that clear fly tips and litter, etc, and any other emergency ad-hoc jobs whenever reported. We respond within 24 hours to any complaints received. This area is regularly monitored.'*
11. Based on the above, the Street Cleansing team feel that, at this time, there is no need for Street Cleansing to send any more resources to the area. However, once he has heard the testimony of petitioners, the Cabinet Member for Public Safety and Transport may be minded to ask that the Street Cleansing Team investigate and discuss the issues with the relevant Cabinet Member, who is the Cabinet Member for Environment, Housing and Regeneration.

Financial Implications

If the Cabinet Member is minded to agree to undertake traffic surveys, the estimated cost would be £425. This will be managed within existing transportation revenue budgets. If works are subsequently required, suitable funding will need to be identified.

RESIDENT BENEFIT AND CONSULTATION

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

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

Consultation Carried Out or Required

None at this stage.

CORPORATE CONSIDERATIONS

Corporate Finance

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

Legal

The Borough Solicitor confirms that there are no specific legal implications arising from this report.

Infrastructure / Asset Management

There are no Infrastructure / asset management implications arising from the recommendations in this report.

Relevant Service Groups

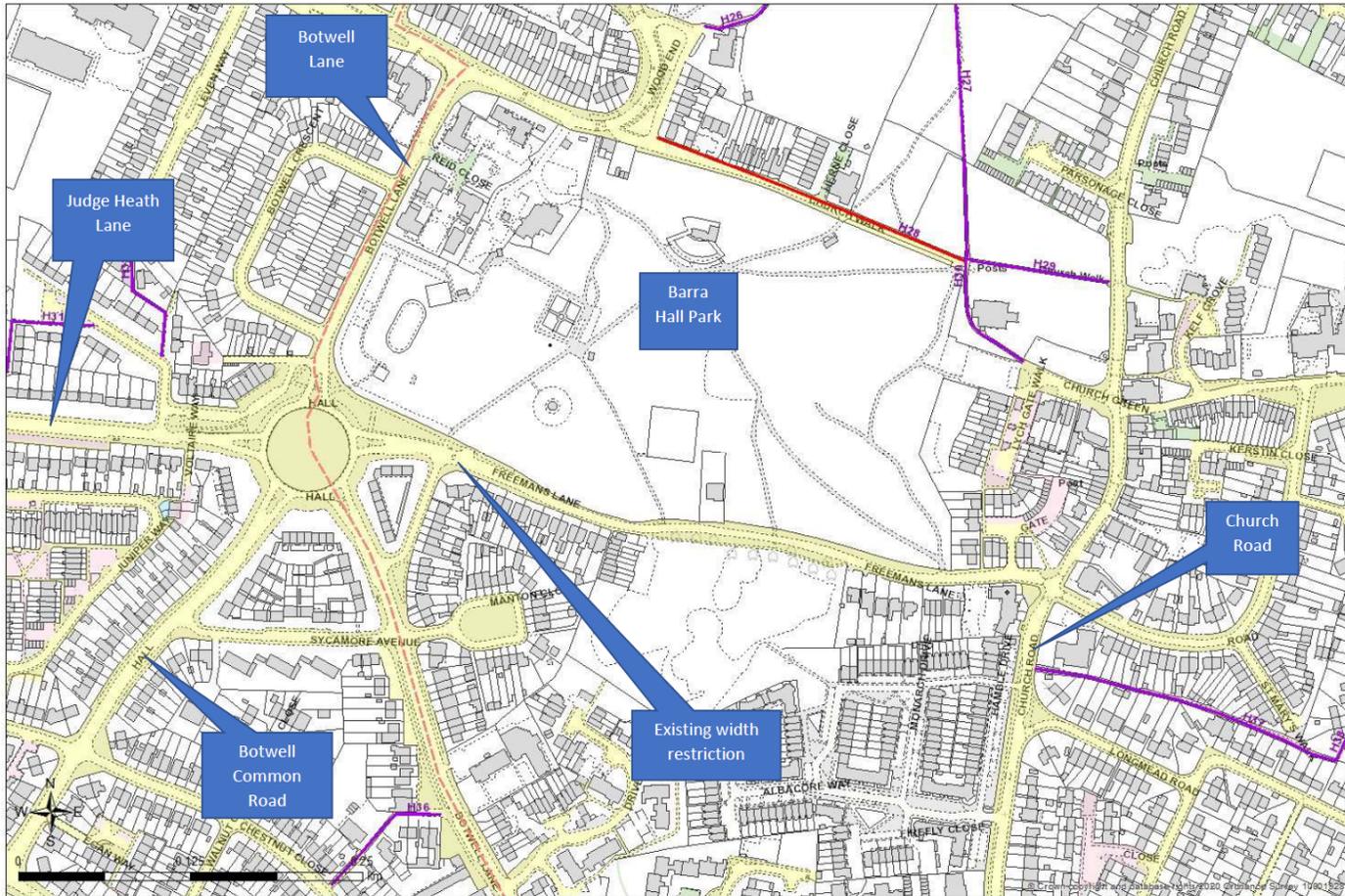
None at this stage.

BACKGROUND PAPERS

Petition received.

APPENDIX A - LOCATION PLAN

Freeman's Lane, Hayes



Map Notes

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