



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Planning and Transportation

Date: WEDNESDAY, 17
NOVEMBER 2010

Time: 7.00 PM

Venue: COMMITTEE ROOM 3 -
CIVIC CENTRE, HIGH
STREET, UXBRIDGE UB8
1UW

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

Cabinet Member hearing the petitions:

Keith Burrows, Cabinet Member for
Planning, Transportation and Recycling

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
to support or listen to your views.

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

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large print or on audio tape on
request. Please contact us for
further information.**

Published: Tuesday, 9 November 2010

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<http://modgov.hillingdon.gov.uk/ieDocHome.aspx?Categories=>

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Head of Democratic Services
London Borough of Hillingdon,
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INVESTOR IN PEOPLE

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Agenda

PART 1 - MEMBERS, PUBLIC AND PRESS MAY ATTEND

- 1 To confirm that the business of the meeting will take place in public.
- 2 To consider the report of the officers on the following petitions received.
- 3 Hayes End Road, Hayes - Petition asking for removal of bollards in Hayes End Road
- 4 Parkfield Avenue, Hillingdon - Petition concerning parking, volumes and speed of traffic in Parkfield Avenue
- 5 Sedley Grove, Harefield - Petition asking for parking regulations to be altered along the stretch of road immediately to the North of 67 Sedley Grove
- 6 Waterloo Road, Uxbridge - Petition objecting to the proposed re-designation of residential parking facility to commercial parking in Waterloo Road, beside Millbridge Place
- 7 Cuckoo Hill, Pinner - Petition requesting permanent traffic calming measures and vehicles restrictions on Cuckoo Hill

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HAYES END ROAD, HAYES - PETITION REQUESTING THE REMOVAL OF BOLLARDS

Cabinet Member

Cllr Keith Burrows

Cabinet Portfolio

Planning and Transportation

Officer Contact

Caroline Haywood

Papers with report

Appendices A & B

HEADLINE INFORMATION

Purpose of report

To inform the Cabinet Member that a petition has been received from residents of Hayes End Road requesting the removal of bollards in Hayes End Road, Hayes

Contribution to our plans and strategies

The request will be considered with in the Council's Road Safety Programme.

Financial Cost

There are none associated with this report.

Relevant Policy Overview Committee

Residents' & Environmental Services

Ward(s) affected

Charville

RECOMMENDATION

That the Cabinet Member:

1. Notes the petition and the request for the removal of bollards in Hayes End Road and listens to the concerns of the petitioners;
2. Subject to the outcome of 1 decide to ask legal services to explore options for dedicating the land to public highway;
3. Asks officers to continue to liaise with the land owners to confirm if they want the bollards to be retained.

INFORMATION

Reasons for recommendation

To allow the Cabinet Member to discuss in detail with petitioners their request for the bollards to be removed.

Alternative options considered / risk management

These can be identified from the discussions with the petitioners.

Comments of Policy Overview Committee(s)

Supporting Information

1. The Council has received a petition containing 60 signatures from the residents of Hayes End Road requesting the bollards installed opposite No 57 – 69 Hayes End Road are removed. The petitioners have signed to the following heading *'We the undersigned confirm that we want the bollards erected in error in Hayes End Road, to be removed'*

2. Hayes End Road is situated within Charville Ward and comprises of residential and commercial properties. One side of Hayes End Road is just residential, while, the other side is rural in nature with green fields and commercial properties. A plan of the area is shown on Appendix A.

3. Following a request from local residents concerned with vehicle speeds and damage to grass verges, a scheme was developed that incorporated new signage, slow road markings on red coloured surfacing and bollards. The scheme was agreed by the ward councillors and the Cabinet Member.

4. Subsequently further site visits took place with ward councillors to agree locations for signs and road markings and to clarify no further measures were necessary. During the site visit the grass verge opposite No 57 – 69 Hayes End Road was observed to be very badly damaged and the mud was transferring on to the road, which could contribute to an increase in accident risk for drivers.



5. Following the scheme's implementation a resident contacted the council claiming that the land was not owned by Hillingdon Council and that the bollards should consequently be removed to allow residents to park on the verge. An investigation as to the ownership of the grass verge then commenced.

6. In 2002 as part of the Heinz entrance development a new roundabout and alterations to the land opposite No 57 – 69 Hayes End Road was completed. As part of these alterations the kerbs were realigned and all vegetation within 70 metres of the new roundabout was cleared to improve forward visibility. It would seem clear that their intention was not to clear vegetation to then allow vehicles to park on the verge, as this would conflict with The Greater London Council (general plan) Act 1974 that prohibits

vehicles from parking on a “grass verge”. A plan of the agreed works to be included in the highway agreement is attached as appendix B.

7. The intention of the council at the time was to adopt the land with the agreement from the developer. It appears this adoption was never successfully completed, which in part was due to changes in staff by the developer’s consultants. Extensive enquiries have taken place to verify the owner of the land and that the land has changed ownership on a couple of occasions.

8. Significant dialogue has taken place with the present owners and the council. Various issues have been discussed including residents requests to be able to park on the verge. The land owner’s view is that they do not want vehicles parking here and would prefer the bollards to remain to deter this. They are happy that the condition of the verge has greatly improved and the carriageway appears to be cleaner and free from mud and debris, as shown in this photograph.



9. The council appreciates that parking is a problem in the area, which some residents associate with employees of the businesses on Hayes Park development. Schemes to address non-residential parking have been successfully implement in other areas. These include resident permit parking schemes and / or limited waiting restrictions. Residents may decide that similar schemes may be appropriate for their area, in which case they may wish to raise a petition to that affect.

Financial Implications

There are none associated with the recommendations to this report.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

The recommendations will identify the extent of the petitioners concerns and look at possible solutions to mitigate these concerns.

Consultation Carried Out or Required

No further consultations have been carried out as a result of this petition.

CORPORATE IMPLICATIONS

Corporate Finance

Corporate Procurement

Cabinet Member Petition – Planning & Transportation

Wednesday 17 November 2010

Part 1 (Members, Press & Public)

There are no Corporate Procurement implications for this report.

Legal

Legal services have not investigated the ownership of the land on which the bollards are situated and nor have legal services reviewed any highway agreement that may affect the land. It is recommended that officers instruct legal services to review these matters before a decision is made on the steps to be taken to ensure that full consideration may be given to the powers (if any) available to the Council.

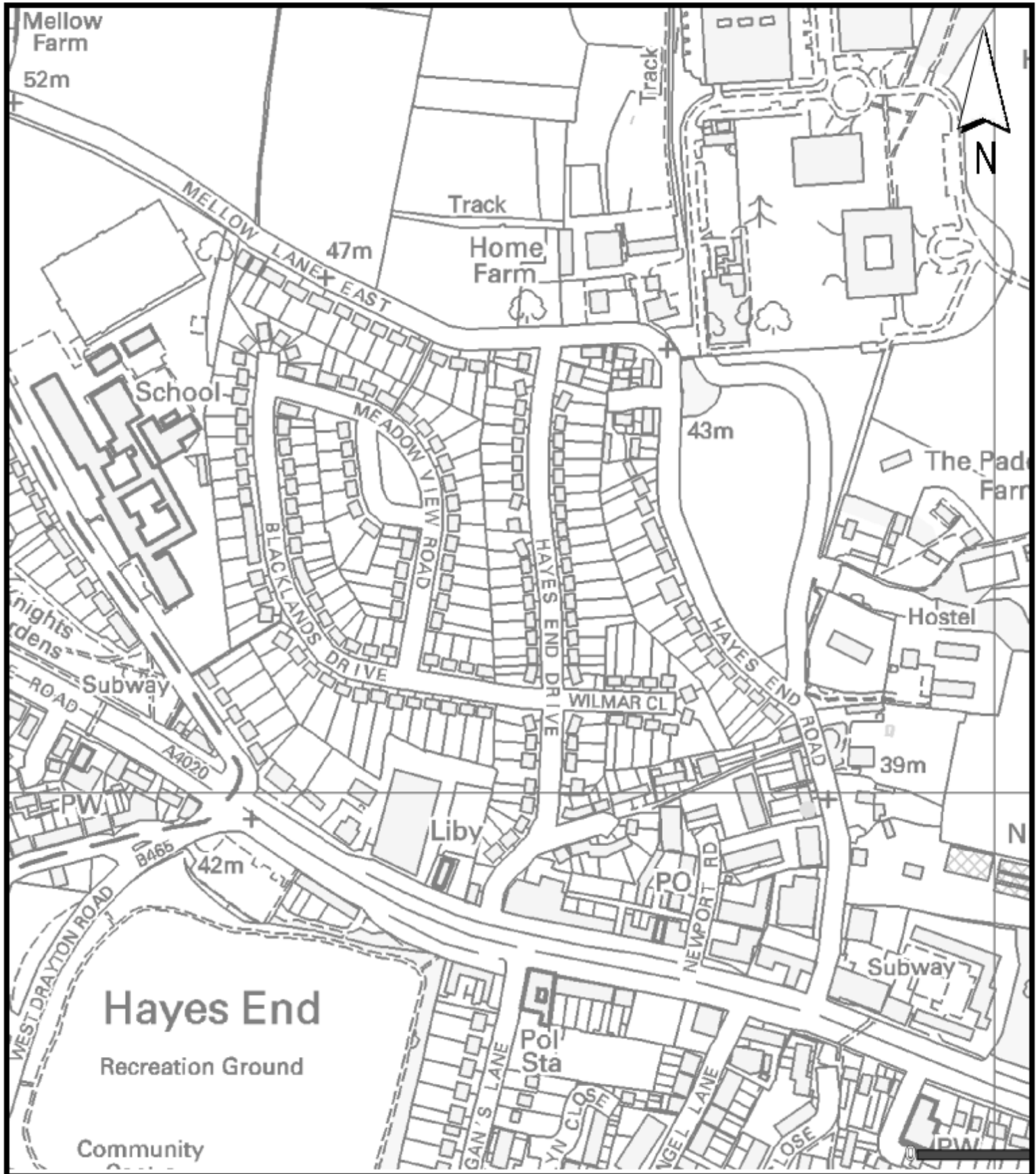
If as suggested in this report, the land is owned by a third party the council would have limited powers to bring about the removal of the bollards without the consent of the land owner.

Corporate Property

Relevant Service Groups

BACKGROUND PAPERS

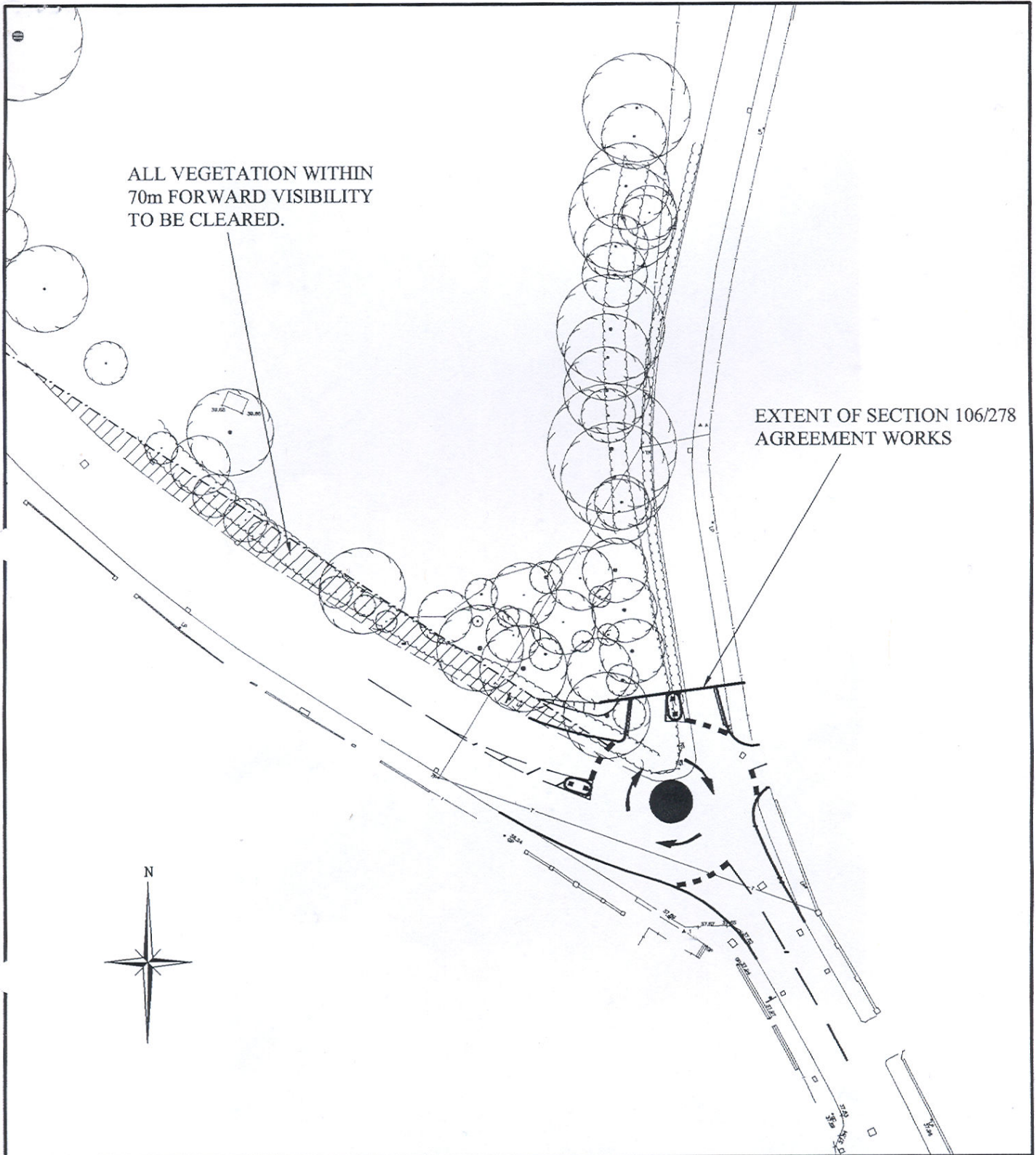
Petition received: 21st April 2010




Hayes End Road - Area Plan

Scale 1:3,000

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Project
 Hayes Park, Uxbridge

Client
 TISHMAN INTERNATIONAL COMPANIES

HSL ✓
 The Old School House,
 81 Talbot Street,
 Nottingham,
 NG1 5GN
 Telephone: 0115 941 7244
 Facsimile: 0115 941 5754
 E-mail: HighwaySol@aol.com
 www.hsl.uk.net

Title
 Works to be Included within Section 106/278 Agreement
 Sheet 1 - New Access Junction

Drawn
 LM

Date
 20/04/2001

Checked

Date

Scale
 1:100 @ A4



Project No.
 HSL00418

Drawing No.
 010

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PARKFIELD AVENUE, HILLINGDON – PETITON REQUESTING PARKING AND SPEEDING RESTRICTIONS

Cabinet Member

Councillor Keith Burrows

Cabinet Portfolio

Planning and Transportation

Officer Contact

Catherine Freeman

Papers with report

Appendices A and B

HEADLINE INFORMATION

Purpose of report

To inform the Cabinet Member that a petition has been received from residents of Parkfield Avenue requesting parking restrictions and a 20 mph speed limit for the road.

Contribution to our plans and strategies

The request can be considered as part of the Council's strategy for on-street parking and road safety

Financial Cost

There are no financial implications to this report

Relevant Policy Overview Committee

Residents' & Environmental Services

Ward(s) affected

Hillingdon East

RECOMMENDATION

That the Cabinet Member:

- 1. Meets with and discusses with the petitioners' their concerns with speed of traffic and obstructive parking in Parkfield Avenue;**
- 2. Subject to (1) asks officers to place this request on the Council's road safety programme for subsequent investigation and the development of possible options;**
- 3. Instructs officers to liaise with the Police and local Safer Neighbourhoods teams to investigate and if appropriate undertake some local enforcement**

INFORMATION

Reasons for recommendation

To investigate in further the detailed concerns of the petitioners

Alternative options considered / risk management

Options can be discussed with the petitioners

Comments of Policy Overview Committee(s)

None at this stage

Supporting Information

1. The Council has received a petition with 54 signatures from residents of Parkfield Avenue requesting parking restriction and speed reduction measures for this road.
2. Parkfield Avenue is predominately a residential road with some off-street parking. The south-western end of Parkfield Avenue joins with New Broadway, which consists of commercial premises. There are existing 'Mon – Sat, 8:00 am – 6:30pm' waiting restrictions on both sides of Parkfield Avenue between the junction with New Broadway and a point opposite the northern wall of No. 6 Parkfield Avenue, as shown in Appendix A.
3. The petition request includes a detailed letter which sets out various concerns relating to Parkfield Avenue. One issue is the volume of vehicles using Parkfield Avenue as a cut-through from Uxbridge Road through the Oak Farm estate, to bypass traffic queues on Long Lane, as well as providing a route to Swakeleys School.
4. The petitioners have also raised concerns regarding the number of motorists speeding along Parkfield Avenue; in particular, residents report that they have witnessed local businesses using this road to test drive cars at high speeds.
5. In addition, the petitioners have highlighted problems with obstructive parking in Parkfield Avenue. Vehicles regularly park at the south-western end of the road, after the operational hours of the existing waiting restrictions. This causes access and visibility difficulties at the junction with New Broadway.
6. The petitioners have provided photographic evidence of vehicles being advertised for sale on the eastern footway of Parkfield Avenue, near the junction with New Broadway. Residents have also complained that vehicles from another business regularly block driveways at this end of the road, even though waiting restrictions are present.
7. In response to these concerns, the petitioners have requested the Council to install and regularly enforce 'At any time' waiting restrictions on both sides of Parkfield Avenue between the junction with New Broadway and the entrance to the alleyway. The petitioners have also requested a 20mph speed limit to be introduced in Parkfield Avenue, or the installation of traffic calming measures such as road bumps.
8. The Cabinet Member will be aware that the Council does not introduce the older style of rounded-top road humps because of the level of objection from both residents and the emergency services, whose response times can be seriously affected by such features. The Council sometimes considers the installation of speed tables to help reduce vehicle speeds in residential roads. A speed table is a long speed hump with a flat section in the middle.

9. Following receipt of the petition, Council officers have liaised with the lead petitioner regarding the request for additional waiting restrictions in Parkfield Avenue. The petition leader indicated on a plan their requested locations for 'At any time' waiting restrictions, which replace existing 'Mon-Sat, 8:00am – 6:30pm' waiting restrictions, as shown at Appendix B. The petition leader has requested that the existing waiting restriction outside Nos. 4 and 6 Parkfield Avenue be removed and replaced with white carriageway bar markings.
10. It is suggested that the Cabinet Member discusses in detail with petitioners their concerns with speeding traffic and parking options and endeavour to determine options that officers could investigate in detail as part of the Road Safety Programme as resources permit. Residents should be aware that the introduction of loading and waiting restrictions can in some cases lead to higher traffic speeds.

Financial Implications

There are none associated with the recommendations to this report. The investigation of feasible measures can be carried out with in-house resources. However, if measures are introduced in Parkfield Avenue, a budget will need to be identified.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

It will allow further consideration of the petitioners' concerns.

Consultation Carried Out or Required

Consultation with local residents would be carried out if suitable measures could be identified to address the petitioners' concerns.

CORPORATE IMPLICATIONS

Corporate Finance

No comments

Corporate Procurement

No comments

Corporate Landlord

No comments

Legal

A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage. Fairness and natural justice requires that there must be no predetermination of a decision in advance of any wider non-statutory consultation.

Cabinet Member Petition – Planning & Transportation Wednesday 17 November 2010
Part 1 (Members, Press & Public)

BACKGROUND PAPERS

Petition regarding obstructive parking and the speed of vehicles in Parkfield Avenue, dated 07 May 2010

Notes:

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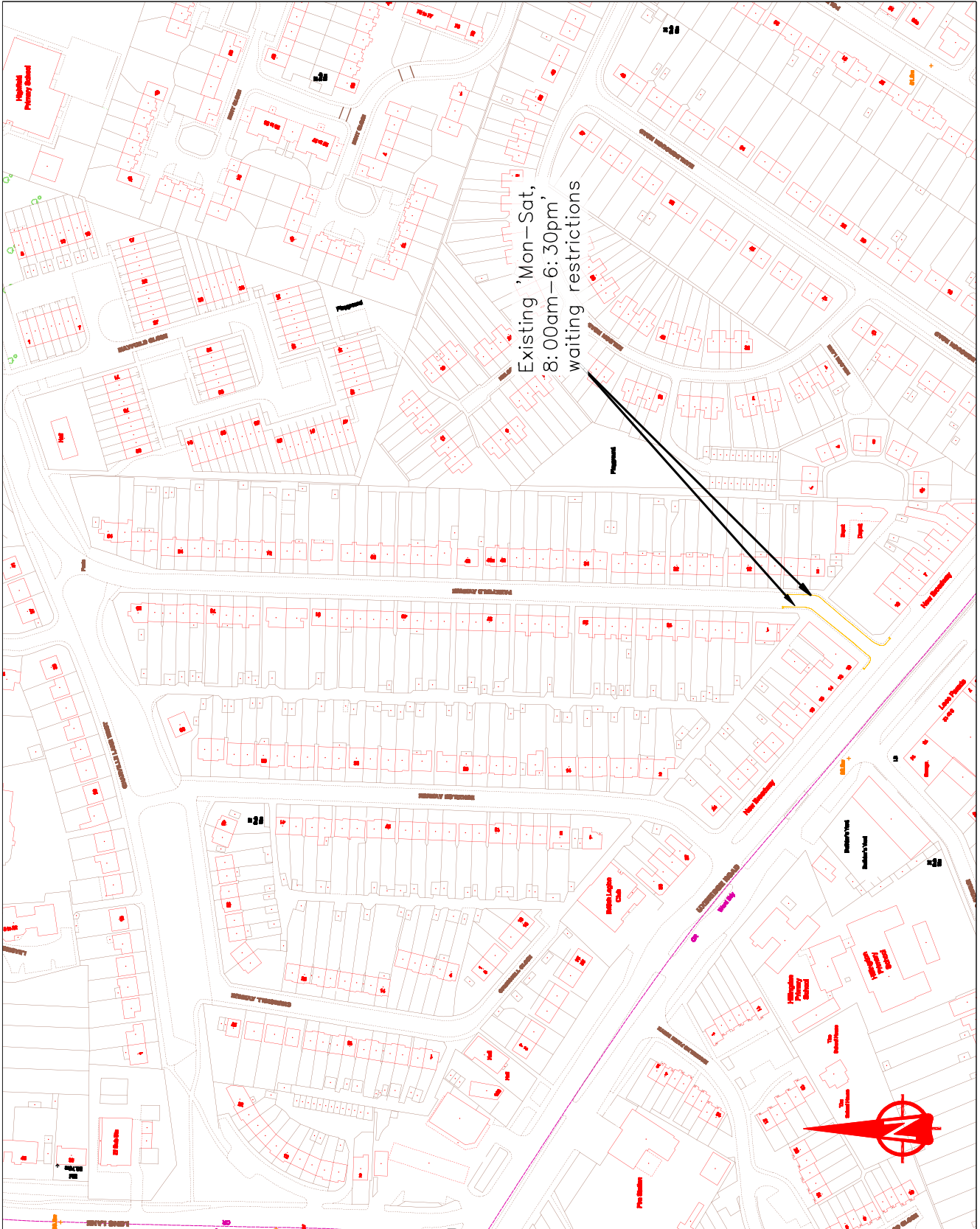
HILLINGDON
LONDON

Project
Parkfield Avenue, Hillingdon

Description
Location plan

Description

Scale NTS	Drawn CF	(Initial/Date) 05/10	Checked (Initial/Date)
Project No.	Drawing No.	Rev.	



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Notes:

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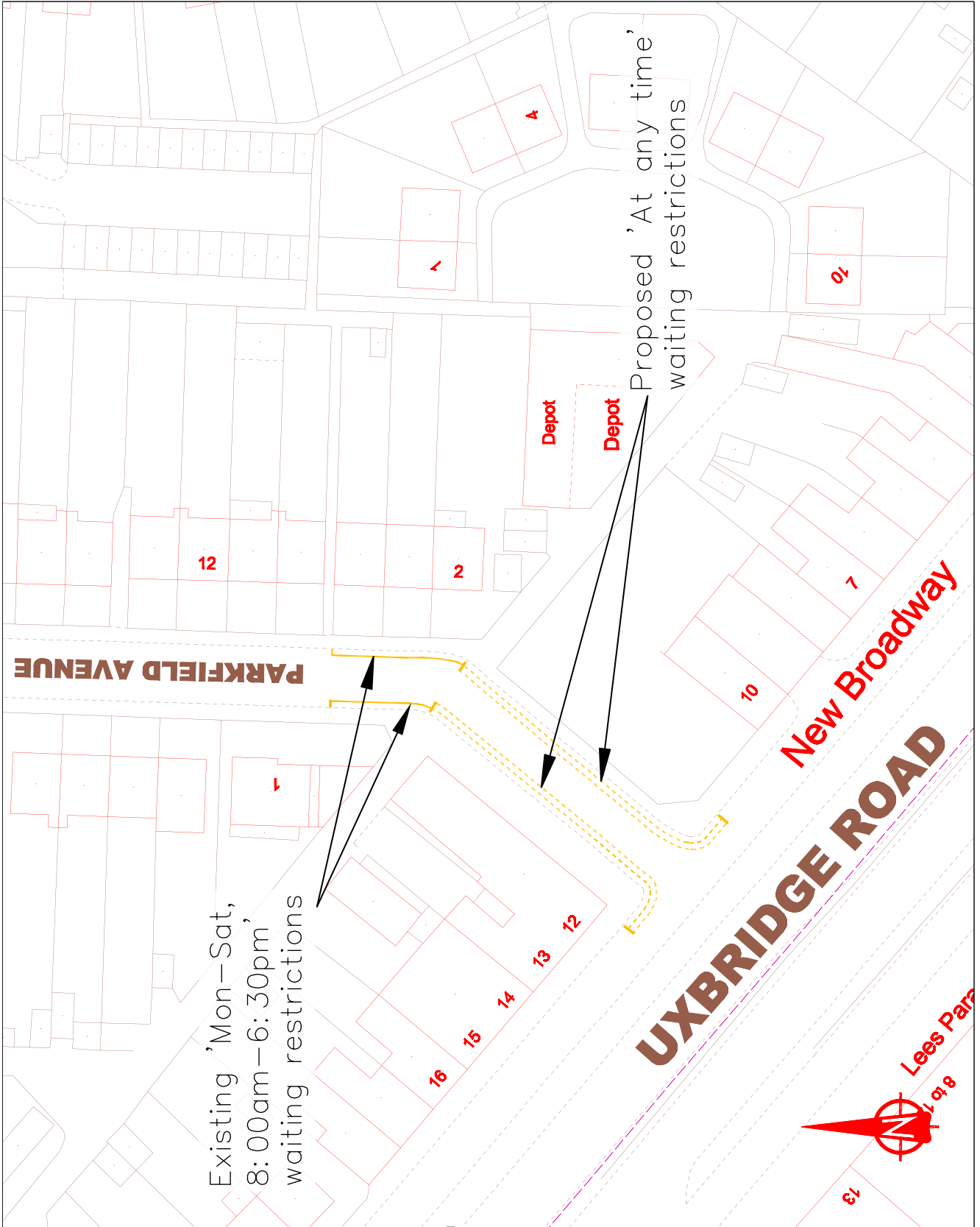
HILLINGDON
LONDON

Project: Parkfield Avenue, Hillingdon

Proposed 'At any time' waiting restrictions

Description:

Scale: NTS	Drawn: CF	(Initial/Date)	Checked: (Initial/Date)
		06/10	
Project No.	Drawing No.		Rev.



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SEDLEY GROVE, HAREFIELD – PETITION REQUESTING AN ADDITIONAL FOOTWAY PARKING BAY

Cabinet Member	Councillor Keith Burrows
Cabinet Portfolio	Cabinet Member for Planning and Transportation
Officer Contact	Kevin Urquhart
Papers with report	Appendix A

HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that residents of Sedley Grove have organised a petition requesting the installation of a footway parking place outside No. 67 Sedley Grove.
Contribution to our plans and strategies	The request will be considered in accordance with the Council's strategy for on-street parking facilities and make the borough safer.
Financial Cost	There are none associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents and Environmental Services
Ward(s) affected	Harefield

RECOMMENDATION

That the Cabinet Member:

1. **Considers the request for an additional parking place outside No. 67 Sedley Grove (and explains to petitioners that this request is not feasible because of the Council's policy for footway parking schemes.)**
2. **Asks officers to investigate if additional parking can be created by making amendments to the existing footway parking scheme in Sedley Grove.**

INFORMATION

Reasons for recommendation

To allow the Cabinet Member to discuss with petitioners in detail their request and to explore opportunities to increase the parking for residents in Sedley Grove.

Cabinet Member Petition – Planning & Transportation Wednesday 17 November 2010
Part 1 (Members, Press & Public)

Alternative options considered

There are no other options that can be considered in this case.

Comments of Policy Overview Committee(s)

Supporting Information

1. A petition has been received from residents of Sedley Grove, Harefield requesting the Council to install a footway parking place outside No. 67 Sedley Grove. It contains 22 signatures, representing 13 of the 89 households in Sedley Grove although the majority of these residents live within the section of the road where the additional parking place is being requested.
2. Sedley Grove is cul-de-sac located just off of Broadwater Lane and consists of 89 residential properties. The road has a formalised footway parking scheme with signs and lines designating where parking is permitted on the footway. This scheme has been in operation since 1991. A plan attached as Appendix A indicates the current layout of the footway parking scheme.
3. Residents are requesting that the Council install an additional footway parking bay in the lay-by outside No. 67 Sedley Grove where currently vehicles may only park entirely on the carriageway meaning that only 3 averaged sized vehicles can utilise this space for parking. Residents request that this footway parking bay is positioned at effectively 90 degrees so that either the front or back wheels are on the footway with the remainder of the vehicle on the carriageway. Resident have noted that if this parking arrangement was adopted it is estimated that it would enable 5 vehicles to park.
4. The Council's policy for footway parking schemes is that vehicles must park with only 2 wheels on the footway and leave at least 1.5 metres width of clear footway for pedestrians to walk along. However, in this case residents are asking for the width of the entire footway outside No. 67 Sedley Grove to be sacrificed for additional parking. Residents have mentioned that the footway at this location is seldom used and does not provide any further access than to the vehicles that are parked in this section of the road.
5. It is recommended that the Cabinet Member notes the petitioners request and asks officers to investigate if additional parking can be created for the residents of Sedley Grove by making amendments to the existing footway scheme.

Financial Implications

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

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To increase the parking capacity in Sedley Grove following the residents request for additional parking.

Cabinet Member Petition – Planning & Transportation Wednesday 17 November 2010
Part 1 (Members, Press & Public)

Consultation Carried Out or Required

None at this stage, however subject to Cabinet Member approval if additional parking can be created within Sedley Grove it will be necessary to conduct statutory consultation before any changes can be made to the existing footway parking scheme.

CORPORATE IMPLICATIONS

Corporate Finance

No comments

Corporate Procurement

No comments

Corporate Landlord

No comments

Legal

A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage. Fairness and natural justice requires that there must be no predetermination of a decision in advance of any wider non-statutory consultation.

BACKGROUND PAPERS

Petition dated – 4th May 2010

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Appendix A

KEY
 FOOTWAY PARKING PLACE
 0.5 METRES FROM EDGE
 OF CARRIAGEWAY



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HILLINGDON
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IMPROVEMENT PROJECTS
 PLANNING, ENVIRONMENT AND COMMUNITY
 SERVICES DIRECTORATE
 Civic Centre, 4th Floor, 57/59/61/63/65/67/69
 The Hill, Uxbridge, Middlesex, UB8 3PH

**Sedley Grove
 Harefield**

**Footway
 Parking**

Scale 1:500(a4) Drawn (10/12/2010)
 KU 07/10

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WATERLOO ROAD, UXBRIDGE – PETITION OBJECTING TO PROPOSED BUSINESS PERMIT PARKING PLACE

Cabinet Member	Councillor Keith Burrows
Cabinet Portfolio	Planning & Transportation
Officer Contact	Hayley Thomas
Papers with report	Appendix A

HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that a petition with more than 20 signatures has been received objecting to the proposed business permit holder only parking place in Waterloo Road, Uxbridge. This is reported to the Cabinet Member for consideration.
Contribution to our plans and strategies	The proposals form part of the Council's strategy for resident parking schemes.
Financial Cost	There are none associated with the recommendations in this report.
Relevant Policy Overview Committee	Residents and Environment Services.
Ward(s) affected	Uxbridge South

RECOMMENDATION

That the Cabinet Member

- 1. Meets and discusses with the petitioners their concerns with the loss of parking in the southern end of Waterloo Road where a business permit parking place is being proposed.**

- 2. Subject to the outcome of discussions with petitioners, asks officers to take the petition into consideration when preparing the formal report on representations received to the statutory consultation on the proposals, which will be submitted to the Cabinet Member for a decision on whether the proposals proceed to implementation.**

INFORMATION

Reasons for recommendation

The Council is required to consider all objections to proposed Traffic Regulation Orders. Following the Cabinet Members discussion with petitioners their comments can be included in the formal report to the Cabinet Member detailing all representations received from statutory consultation.

Alternative options considered / risk management

These may rise from the Cabinet Members discussions with petitioners.

Supporting Information

1. A petition with 43 signatures has been received from residents of Waterloo Road objecting to proposals to convert 7.0 metres of resident permit holder only parking bay to business permit parking place. The petition represents 28 households in Waterloo Road and are close to the proposed changes to the parking place, as shown on the plan attached as Appendix A.
2. The proposals were developed following a request for parking from a local business during a consultation with residents for the extension to Zone U6 of the Uxbridge South Parking scheme in April 2009. A separate consultation took place with all business located in Swan Wharf Business Centre and Cowley Mill Road in November 2009 asking whether they supported the possible introduction of business permit parking places in the area. One response was received during this consultation in support of the proposals. The results of the consultation were discussed with the Cabinet Member and further investigations were carried out to determine if there was a suitable location for business permit parking places.
3. The junction of Waterloo Road and Cowley Mill Road have recently been redeveloped and new traffic signals installed, which included the removal of Pay and Display parking places in Waterloo Road. Following several site visits it was noted that the existing residents parking places located in Waterloo Road close to the junction with Mill Bridge Place were not parked to capacity. Subsequently a scheme was developed and statutory consultation took place between 19th May and 9th June 2010. For the Cabinet Member's information a number of representations have been received to these proposals and a further report will be submitted outlining these before the Council makes a final decision on whether the proposals proceed to implementation.
4. The petition sets down why residents are objecting to the proposals. Briefly these are:
 - I. *Waterloo Road is a residential street.*
 - II. *Residents are currently extremely pressed for parking in this part of the street and cannot suffer any more loss of parking.*
 - III. *Residents are using most of the bays from 3pm and bays are invariably used by 5pm and it cannot be seen how they could dovetail in with the commercial vehicles – who may well not then move before 6pm or later.*

- IV. The business park has its own parking which the residents are not able to use.*
- V. If one bay is allocated this would set a precedent for more bays in the future.*
- VI. A proposed width of 7.0 metres looks like it would make the remaining space tight for two vehicles (there is currently space for three).*
- VII. There is parking in Wescott Way, which is not in the scheme and is used by business users – so it seems unnecessary to propose reducing our parking to create a business space.*

- 5. It is suggested the Cabinet Member meets with the petitioners and discusses their concerns with the proposals and following this asks officers to take the petition and any further points made at the petition evening into account when preparing the subsequent report for representations received during the statutory consultation.

Financial Implications

There are none associated with the recommendations in this report. The further report detailing the objections to the statutory consultation will contain financial implications if a recommendation is made.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To give due consideration to the petitioners concerns with the Council's proposals for a business permit parking place.

Consultation Carried Out or Required

Statutory consultation was carried out between 19th May and 9th June 2010 giving residents and the public the opportunity to object to the Council's proposals.

CORPORATE IMPLICATIONS

Corporate Finance

No comments

Corporate Procurement

No comments

Corporate Landlord

The report has no direct impact on the Council's Property holdings, the Interim Corporate Landlord has no comments.

Legal

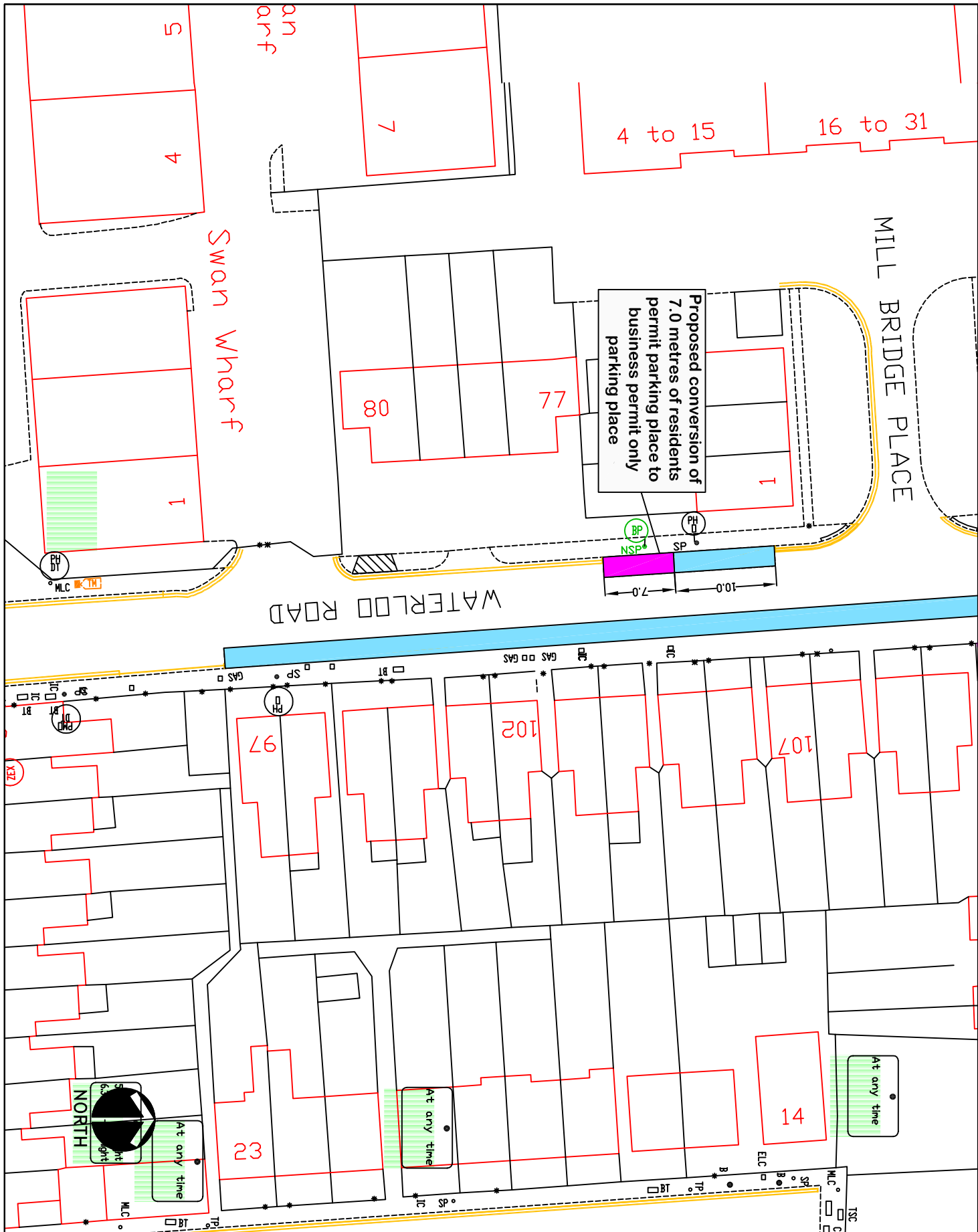
Cabinet Member Petition – Planning & Transportation Wednesday 17 November 2010
Part 1 (Members, Press & Public)

The Council's power to make orders creating or amending permit parking arrangements are set out in Part IV, Section 45 of the Road Traffic Regulation Act 1984. The consultation and order making statutory procedures to be followed in this case are set out in The Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996 (SI 1996/2489).

Officers have told Legal Services that the petition was received within the consultation period. That being the case, the petition should be taken into account in the same way as other consultation responses. In considering the consultation responses, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer recommendation. The decision maker must be satisfied that responses from the public are conscientiously taken into account. If a local authority decides to embark upon a non-statutory process of consultation the applicable principles are no different from those which apply to statutory consultation: see R (Partingdale Lane Residents Association) v Barnet London Borough Council [2003] EWHC 947 (Admin), [2003] All ER (D) 29.

BACKGROUND PAPERS

Petition received 15 June 2010



- KEY**
- EXISTING YELLOW LINE
 - NEW DOUBLE YELLOW LINE & TERMINAL
 - NEW SINGLE YELLOW LINE & TERMINAL
 - CROSSOVER
 - PERMIT HOLDER ONLY SIGN
 - PERMIT OR TICKET HOLDER
 - PAY AT METER - DISPLAY TICKET SIGN
 - PAY HERE - DISPLAY TICKET SIGN
 - BUSINESS PERMIT HOLDER SIGN
 - DISABLED PARKING BAY SIGN
 - LOADING ONLY BAY SIGN
 - MOTORCYCLES ONLY BAY SIGN
 - PERMIT HOLDER AND PAY AND DISPLAY BAY/PLACE ONLY BAY/PLACE
 - PAY AND DISPLAY BAY
 - PERMIT HOLDER ONLY BAY/PLACE
 - LOADING BAY
 - MOTORCYCLE BAY
 - DISABLED BAY
 - PARKING BAYS ARE 2m WIDE UNLESS NOTED

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HILLINGDON
LONDON

TRAFFIC MANAGEMENT AND CONSULTATION GROUP
ENVIRONMENT AND HIGH STREET, UXPBRIDGE, UBA 11W
Tel No. 01895 277008/01895 250616

Project: Uxbridge South Parking Management Scheme

Description: Proposed conversion of residents parking place to business permit holder only

Scale	Drawn	Checked
1:500	SA 02/10	HT 02/10
Project No.	7/21	Drawn No.
		Rev.

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CUCKOO HILL, PINNER – PETITION FOR PERMANENT TRAFFIC CALMING MEASURES AND VEHICLE RESTRICTIONS

Cabinet Member

Councillor Keith Burrows

Cabinet Portfolio

Planning & Transportation

Officer Contact

Steven Austin

Papers with report

Appendix A

HEADLINE INFORMATION

Purpose of report

To inform the Cabinet Member that a petition has been received from residents who live on or close to Cuckoo Hill, Pinner requesting traffic calming measures and measures that would restrict vehicles on Cuckoo Hill.

Contribution to our plans and strategies

The proposals form part of the Council's strategy for road safety

Financial Cost

There are none associated with the recommendations in this report.

Relevant Policy Overview Committee

Residents and Environment Services.

Ward(s) affected

Northwood Hills

RECOMMENDATION

That the Cabinet Member

- 1. Meets with the petitioners and discusses in detail their concerns with speeding and unsuitable vehicles using Cuckoo Hill;**
- 2. Subject to the outcome of 1 above asks officers to investigate any feasible measures identified as part of the Council's Road Safety programme;**
- 3. Instructs officers to liaise with the Metropolitan Police including the local Safer Neighbourhood Team with a view to sharing information and practical solutions;**
- 4. Instructs officers to liaise with the Police and Transport for London with regard to the case for safety cameras in the vicinity and report back to the Cabinet Member;**
- 5. Instructs officers to explore appropriate joint initiatives with counterparts in the London Borough of Harrow.**

INFORMATION

Reasons for recommendation

The petitioners have identified a number of concerns that impact on road safety. The success of traffic measures which address these are largely successful if they are acceptable to local residents. These can be identified with petitioners for further detailed investigation by Officers within the Road Safety programme.

Alternative options considered / risk management

These may rise from the Cabinet Members discussions with petitioners.

Supporting Information

1. A petition with 46 signatures has been organised by residents who live on Cuckoo Hill, requesting permanent traffic calming measures and a restriction on certain vehicles from using Cuckoo Hill. The majority of the households who signed the petition live on Cuckoo Hill and the rest are from adjoining roads.
2. Cuckoo Hill is in the northeast of the borough. The road layout in this part of Eastcote is indicated on Appendix A. North of the bridge over the Metropolitan and Chiltern Line Railway, Cuckoo Hill lies within the London Borough of Harrow. South of the bridge the boundary with the London Borough of Harrow follows the back of the footway on the east side of the road. The road has a rural feel to it and is bounded by mature trees, green spaces, wide grass verges and the properties are predominantly set well back from the road. Cuckoo Hill is a local distributor road and also on the emergency services' response route network.
3. Additional information provided by petitioners express concerns over "*speeding motorists, unsuitable HGV and other commercial vehicles using Cuckoo Hill placing residents, cyclists, dog walkers and other motorists at severe risk*". There have been five accidents reported to the police on Cuckoo Hill in the three years to July 2010. The first was a shunt type accident near to the junction with Chamberlain Way. Three accidents occurred close to the junction with Cheney Street and High Road, Eastcote. The last, which occurred on 29th May 2010 that resulted in a fatality, has been referred to in the petition submitted by residents. They also mentioned several other unreported accidents on Cuckoo Hill.
4. A number of suggestions have been made by petitioners to address the problems. These include introducing speed calming measures, safe crossing points and an enforced prohibition on vehicles over 7.5 tonnes along the length of Cuckoo Hill. It was also suggested that average speed cameras, speed tables, rumble strips and any other types of physical measures should be considered to reduce speeding vehicles.
5. The Cabinet Member will be aware that specialist devices such as safety cameras, average speed cameras and similar equipment with an enforcement function are not managed by the council but by Transport for London and the Metropolitan Police, and each case is considered by them on its own merits, based upon a certain level of accidents.

6. It is suggested the Cabinet Member discusses in detail with petitioners their concerns with speeding traffic and endeavour to determine options that Officers could further investigate as part of the Road Safety Programme.

Financial Implications

There are none associated with the recommendations in this report. The investigation of feasible measures can be carried out in-house. However, if measures were introduced in Cuckoo Hill a suitable budget would need to be identified.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member to discuss in detail, residents concerns and the potential solutions that could be considered.

Consultation Carried Out or Required

If the Council subsequently approves the introduction of traffic measures in Cuckoo Hill all residents will be consulted prior to the Cabinet Member arriving at a final decision on a proposed scheme.

CORPORATE IMPLICATIONS

Corporate Finance

No comments

Corporate Procurement

No comments

Corporate Landlord

No comments

Legal

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

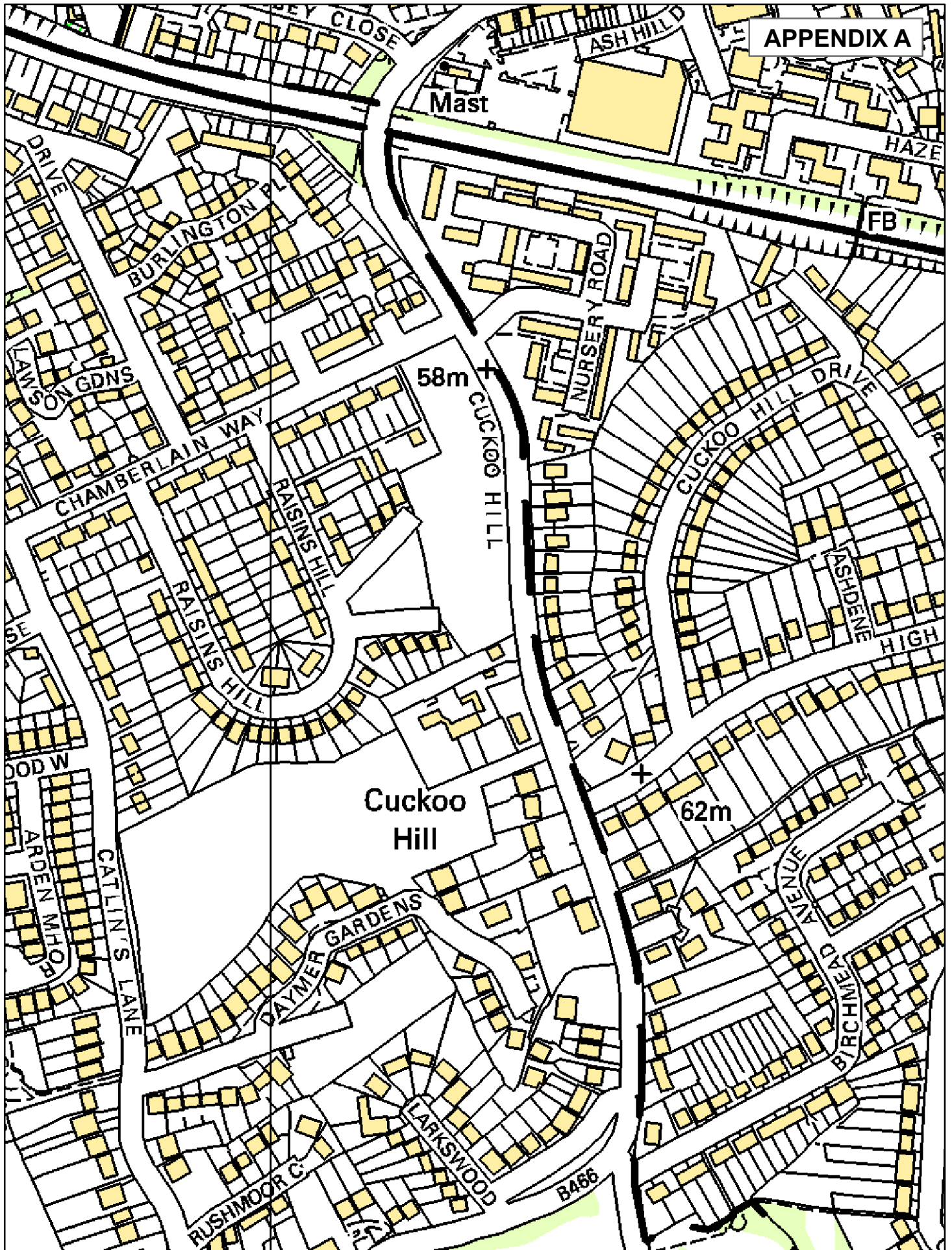
Should there be a decision that further measures are to be considered then the relevant statutory provisions will have to be identified and considered.

In considering any informal consultation responses, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer

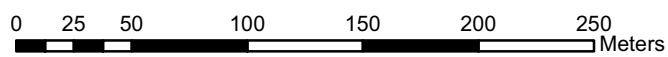
recommendation. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

BACKGROUND PAPERS

Petition received for Cuckoo Hill 12th August 2010



--- Borough Boundary



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