



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

Date: WEDNESDAY, 20 APRIL
2011

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

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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.

Published: Tuesday, 12 April 2011

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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.

	Start Time	Title of Report	Ward	Page
3	7pm	Green Lane, Northwood - Petition Requesting a Zebra Crossing	Northwood	1 - 6
4	7pm	Green Lane, Northwood - Petition Asking for Removal of the Traffic Signals at the Junction with Eastbury Road	Northwood	7 - 16
5	7.30pm	Merrows Close, Northwood - Petition Requesting Residents Parking Scheme	Northwood	17 - 22
6	8pm	Chestnut Close, West Drayton - Petition Requesting Increased Parking Scheme Operational Times	Heathrow Villages	23 - 28
7	8pm	Denziloe Avenue, Hillingdon - Petition Requesting a Residents Only Parking Scheme	Hillingdon East	29 - 34

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GREEN LANE, NORTHWOOD - PETITION REQUESTING A ZEBRA CROSSING

Cabinet Member

Councillor Keith Burrows

Cabinet Portfolio

Planning, Transportation and Recycling

Officer Contact

Caroline Haywood, Planning, Environment, Education and Community Services

Papers with report

Appendix A

HEADLINE INFORMATION

Purpose of report

To inform the Cabinet Member that a petition has been received signed by residents of The Glen requesting the introduction of a Zebra Crossing and the extension to an existing 20mph zone in Green Lane, Northwood.

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

There are none associated with the recommendations in this report.

Relevant Policy Overview Committee

Residents' and Environmental Services

Ward(s) affected

Northwood

RECOMMENDATION

That the Cabinet Member:

1. Considers the petitioners' request and discusses with them in detail their request for a zebra crossing and the extension to the existing 20mph zone.
2. Subject to the outcome of 1, asks officers to undertake a feasibility study for the possible installation of a pedestrian crossing and a 20 mph speed limit under the Road Safety Programme, and report back to the Cabinet Member.

INFORMATION

Reasons for recommendation

To allow the Cabinet Member to discuss in detail with petitioners.

Alternative options considered / risk management

These can be identified from the discussions with the petitioners.

Comments of Policy Overview Committee(s)

None at this stage.

Supporting Information

1. A petition with 21 signatures signed by the residents of The Glen has been received by the Council. The petition takes the form of 21 reply slips, which were part of a letter sent to residents by a local Ward Councillor.
2. The slip asks if the residents would support a Zebra crossing and extension to the 20mph scheme in Green Lane, Northwood.
3. The residents have signed the slips under the following heading "I would support the petition for a new zebra crossing on Green Lane, servicing The Glen and residents at this end of Green Lane. I also support the extension of the new 20mph scheme up to the junction with Rickmansworth Road."
4. Green Lane is a mixture of residential and commercial properties, and is situated within Northwood Ward. The area has recently benefited from a town centre improvement scheme, which included the installation of new traffic signals, new zebra crossings, improvements to the pavement and a 20mph zone. There are three bus routes linking Northwood to other parts of the Borough that use Green Lane. A plan of the area is attached as Appendix A.
5. The petitioners are requesting that this 20mph zone be extended to the rest of Green Lane, where it meets Rickmansworth Road. This section of Green Lane between Dene Road and Rickmansworth Road mainly comprises residential properties with the exception of the London School of Theology. In order for a 20 mph zone to be fully effective and 'self enforcing' (i.e., not overly reliant on police enforcement), it is normally necessary to consider some form of traffic management. A zebra crossing can be considered as one of the features in such a scheme.
6. This section of Green Lane is part of the Northwood Parking Management Scheme. It should be noted that the installation of a zebra crossing and or any traffic calming measures may result in the loss of parking provision.
7. It is suggested that the Cabinet Member discusses with the petitioners their specific concerns with speed and listens to suggestions, in particular where they consider a pedestrian crossing facility would be best located.

Financial Implications

There are none associated with the recommendations to this report, as feasibility studies can be undertaken in-house when resources permit. However, if the Cabinet Member subsequently considers and approves the introduction of a 20mph scheme and a pedestrian crossing, suitable funding will need to be identified.

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.

Consultation Carried Out or Required

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

CORPORATE IMPLICATIONS

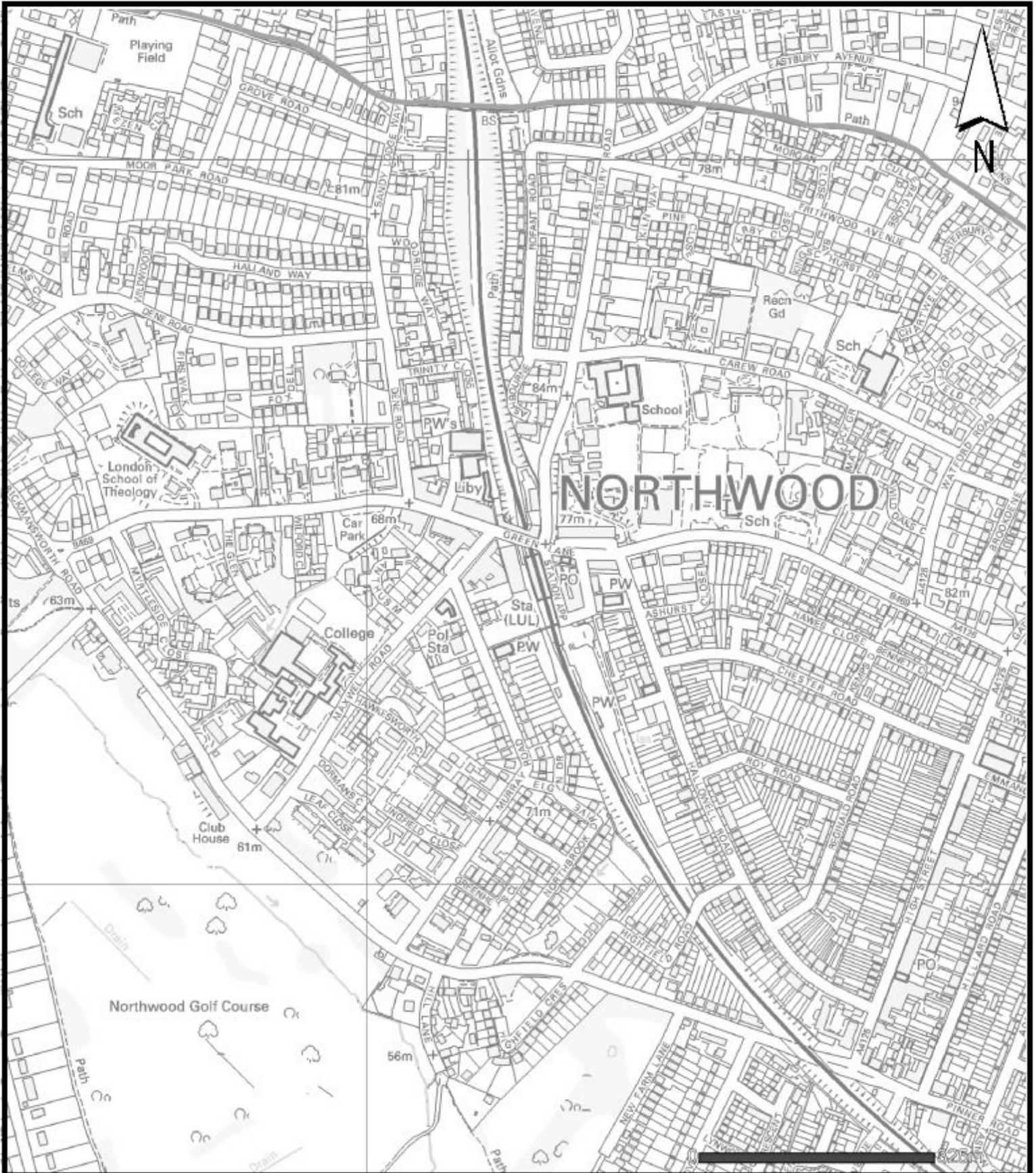
Legal

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 or statutory consultation.

BACKGROUND PAPERS

None.

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Area plan

Date Sept 2010

Scale 1.700

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Agenda Item 4

GREEN LANE, NORTHWOOD – PETITION ASKING FOR REMOVAL OF THE TRAFFIC SIGNALS AT THE JUNCTION WITH EASTBURY ROAD

Cabinet Member	Councillor Keith Burrows
Cabinet Portfolio	Planning, Transportation and Recycling
Officer Contact	David Knowles, Planning, Environment, Education and Community Services
Papers with report	Appendix A

HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that a petition has been received asking for the removal of the traffic signals at the junction of Eastbury Road, Station Approach and Green Lane, Northwood.
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

RECOMMENDATION

That the Cabinet Member:

- 1. Meets and discusses with the petitioners their concerns with regard to the traffic signal installation at the junction of Green Lane, Eastbury Road and Station Approach, Northwood;**
- 2. Subject to the outcome of 1 above, asks officers to consider the concerns raised by petitioners as part of a review with TfL of the effectiveness and efficiency of the present arrangements;**
- 3. Notes the proposals for an independent study of the arrangements at the junction as part of the Council's Local Implementation Plan (LIP) programme for 2011/2012 (funding for which has been agreed by the London Mayor);**
- 4. Notes the views of the Metropolitan Police Traffic Division, quoted in the report;**

5. **Instructs officers to seek the views of local residents, businesses, Police Safer Neighbourhood team, local schools, bus operators, passengers using Northwood Station and other relevant stakeholders, at the same time incorporating the views of the petitioners within this dialogue; and**
6. **Instructs officers to report back to him and Ward Members on the outcome of these further investigations with possible options, together with any relevant cost implications.**

INFORMATION

Reasons for recommendation

The Council wishes to consider the views of residents when designing or reviewing the status of traffic and road safety measures. The Petition Hearing will provide an extremely valuable opportunity to hear directly from the petitioners of their concerns and suggestions, and may influence the subsequent development of proposals for the site in question.

Alternative options considered / risk management

These may arise from the Cabinet Member's discussions with petitioners.

Supporting Information

1. A petition has been received from residents of Northwood asking for the removal of the traffic lights at the junction of Green Lane, Eastbury Road and Station Approach, Northwood.
2. The petition states '*we the undersigned petition the Cabinet Member ... requesting the removal of the traffic lights at the junction of Green Lane, Eastbury Road and Station Approach*'.
3. The petitioners furthermore highlight their view that '*these lights cause gridlock in the town centre for much of the day, reduced parking and access for the shops, causing financial hardship for the shopkeepers as many residents will no longer come to shop in the centre. They have also increased the problems of crossing the road to and from the station. We ask that these lights are removed and replaced with a Pelican crossing in the location of the old zebra crossing, to improve pedestrian access to the station with increased safety and allow traffic to flow once again.*'
4. Green Lane is a busy road through the local shopping area, not only serving local businesses (including a national chain supermarket), schools and the Metropolitan Line station, but also carrying significant volumes of commuter traffic with origins and destinations well beyond Northwood itself. Peak traffic levels have for a long time been high in this section of Green Lane, and traffic congestion issues have often been precipitated by other problems in the wider area. Eastbury Road brings in both local and commuter traffic, as well as quite high numbers of vehicles associated with the school run at the various local schools.
5. Station Approach is a private road, owned by Transport for London (TfL), and the Council has for several years been working with TfL to encourage them to undertake the substantial improvements that are clearly needed to the road layout, which suffers at present from parking abuse and obstructions to TfL's own bus network.

6. The Metropolitan line station is situated prominently on the south west corner of the Green Lane/ Eastbury Road/ Station Approach junction. As one of the better public transport nodes in the area, serving the outer suburbs (via the Amersham & Chesham branch) as well as good links to central London, the station is understandably well used both by commuters and children attending the local secondary schools.
7. To the west of the junction is a popular local supermarket which previous investigations had shown was a major reason why pedestrians wished to cross Green Lane. Prior to the present arrangements, the only places where pedestrians could safely cross using dedicated crossing facilities were at a zebra crossing to the east of the junction (near Rowland Place) or some way further west at the zebra crossing near Oaklands Gate. The attached location plan at Appendix A will help to illustrate the local context.
8. Not far from the junction, there are a number of premises which provide sheltered accommodation, and therefore there are many older and more vulnerable pedestrians who may wish to cross here. Traffic signal control on all four arms is clearly of some benefit to such pedestrians.
9. The Cabinet Member will recall that the proposals to improve traffic controls and pedestrian crossing safety stemmed in part from the development of the town centre improvement scheme for Green Lane. This culminated in the present arrangements including major streetscene improvements and a 20mph zone. The focus on making the Eastbury Road/Station Approach junction safer also developed as a consequence of a fatality which resulted from a driver striking a pedestrian who was trying to cross the road.
10. In the aftermath of this tragic accident, in which a local man died, the Metropolitan Police expressed the view that traffic signal controls at this junction could well have prevented the fatality (see also their recent feedback referred to below). Investigations showed that there were many deficiencies with the existing arrangements. For example, there were no pedestrian crossing facilities directly serving the rail station, there were problems with traffic movements in and out of Station Approach and, whilst there was a zebra crossing east of the junction adjacent to the junction of Green Lane and Rowland Place, there were safety issues associated with it.
11. Zebra crossings with a high level of use by pedestrians can also have an adverse effect on traffic flows at peak periods, as pedestrians at the crossing have priority and this can result in frequent but irregular delays for passing traffic.
12. The nature of the junction, including the tight physical constraints and visibility splays, restricted the options that the Council could consider in order to make the junction safer for the many pedestrians who wish to cross here.
13. The signals themselves are, as the Cabinet Member will be aware, designed, installed and maintained by Transport for London, who have overall responsibility for the entire network of traffic signals across the whole of Greater London.
14. Whilst the Council takes responsibility for agreeing the principles, seeks the necessary authorisations and undertakes the civil engineering work associated with any new scheme, the funding, the detailed traffic modelling and all the works associated with the signal equipment itself generally falls under TfL's remit.

15. Standalone signal crossings, of the kind suggested by the petitioners, must comply with certain basic design criteria laid down by the Department for Transport. There are, for example, different rules which apply to zebra crossings and signal-controlled crossings:

- a) A new zebra crossing (such as the one that formerly sat at the western end of Rowland Place, by its junction with Green Lane) must be located a minimum of five metres from the nearest junction;
- b) A new standalone signal controlled crossing (generally a Pelican, Puffin or Toucan crossing) which does not serve any other purpose beyond providing a crossing facility may not be located any less than 20 metres from the nearest junction; and
- c) Traffic signals incorporated into the junction and which include a pedestrian crossing phase are exempt from this latter rule.

16. The design rule under (b) above means that it would not be feasible to install a standalone signal crossing at the location of the former zebra crossing near the junction of Rowland Place and Green Lane. It also means that a standalone crossing to the west of the junction of Eastbury Road/Station Approach/Green Lane would have to sit on the bridge deck (i.e., where Green Lane passes over the rail line) and, in addition to the technical installation issues this would pose (i.e., the fact that there is a bridge deck immediately below the road and footways), there would be concerns about visibility and also the proximity of such a crossing to the Maxwell Road junction.

17. One benefit of the present arrangements for pedestrians is that they can, as a consequence of the signals, cross at all four sides of the junction. The former zebra crossing catered solely for pedestrians crossing Green Lane on the eastern side of the junction (although there were reports of drivers turning out of Eastbury Road and failing to stop at the crossing) but this unfortunately did not provide for the significant demand for pedestrians who wished to cross more directly to and from the rail station and the supermarket.

18. Detailed monitoring of the present arrangements confirm that there is a significant demand and consequent use of these arms of the junction (i.e., crossings nearest to the station) and any changes to the layout would need to address this demand.

19. The fatal accident referred to earlier took place on the entrance to Eastbury Road. The pedestrian who died as a consequence of the accident was attempting to cross the mouth of the junction but was struck by a vehicle emerging from Station Approach and crossing Green Lane. Whilst the driver undoubtedly checked for traffic in Green Lane (doubtless coping with the visibility difficulties posed by the façade of the rail station and the vertical curve of the road over the adjacent bridge over the railway), it appears that she failed at the same time to look forward and observe the pedestrian, and as consequence struck him and caused him to sustain his fatal injuries. Any changes to the controls at this junction would need to be mindful of the risk of reintroducing such a risk.

20. When the new signal installation was first introduced by TfL, there were indeed many initial problems with the phasing and indeed some aspects of the traffic control sequence appeared inadequate. There were at the same time problems with familiarity, of the kind that often take place whenever new traffic control arrangements are introduced. Officers worked closely with TfL to improve the situation, making changes which improved the logic of the signal phasing. These improvements reduced confusion for drivers emerging from Eastbury Road who were in some cases uncertain about whether or not they needed to stop again at a red light where the pedestrians crossed on the western arm of the junction.

21. At the same time, officers instigated reviews by TfL of the overall phasing and in particular the timings of the signals, in light of the concerns raised by residents about delays in peak periods. The 331 bus service comes in and out of Station Approach, and the traffic signals have given greater certainty for the buses when exiting or entering Green Lane. The 282 and H11 bus services also run along Green Lane.

22. Officers also undertook a series of CCTV video surveys of the junction throughout peak periods and in fact found that, in most cases, traffic appeared to flow efficiently. Officers reviewed the videos which had recorded live traffic through the junction throughout two typical morning and afternoon weekday peak periods covering the western, northern and eastern arms of the junction only (the video camera could not see the southern arm, across the mouth of Station Approach, at the same time).

23. The surveys showed that typically 1,029 people used the three visible crossings in an afternoon peak (7 June 2010: 15:30-17:30 recording period) and 639 in a morning peak (9 June 2010: 07:30-09:00 recording period). Close study of the live video showed that there were no instances of pedestrians holding up traffic, with junction 'locking' (i.e., problems for turning vehicles) or indeed queuing across the junction, all of which, had they been evident, may have supported an argument for poor layout or junction controls.

24. Clearly few drivers welcome the delays caused by a red light, but in practice as already mentioned, traffic flows along Green Lane in peak periods has often been heavy with much school related traffic part of this at peak times. So, without prejudicing the outcome of any more detailed investigations, it could be possible that to some extent the signals may have become a focus for traffic congestion concerns. However, it is acknowledged that the data above is only a snapshot – albeit one at the busier times of day – and that there may be a case for a more in-depth study.

25. The Cabinet Member may be aware that TfL has instigated a number of reviews of traffic signals throughout London, and so there is a willingness on TfL's part to work with boroughs to find better solutions. Examples of this include the 'countdown' traffic lights, which are presently being trialled in central London, which are based on a system already established overseas through which the lights provide an indication for pedestrians how long they have left to cross. In practice, this improves the efficiency of the crossing and can reduce the waiting time for through traffic. Studies are also under way outside London to investigate 'flashing amber' signals at off-peak or night-time, although it is considered unlikely that this practice will be adopted by London's traffic signal authority (TfL) in the short term.

26. It is recognised that legitimate concerns have been raised about traffic congestion in Green Lane where the signals are located. There have also been issues with traffic blocking the mini-roundabout at the junction of Green Lane and Maxwell Road, and it is likely that some of the latter problems are linked to heavy flows through the signal junction at Eastbury Road/ Station Approach. The petitioners have suggested there have been impacts on local businesses and increased difficulty in crossing the road, although no evidence has been seen for this by the Council to date.

27. Officers have discussed with TfL the possibility of commissioning a study by specialist consultants to investigate the layout, operation and effectiveness of the present arrangements and to establish if there are any beneficial changes that can be made. This study should be open minded in terms of solutions which could include options from signal refinement, major alterations or even complete removal, but mindful of the necessary commitments to road safety.

It is proposed that this study will, subject to the Cabinet Member's agreement, be commissioned early in the new financial year (2011/2012).

28. Officers have sought the views of the Metropolitan Police Traffic Division on the traffic signals, and their response is as follows:

'officers from our collision investigation unit [feel] that the installation of the traffic signals at this junction has improved road safety for vulnerable road users crossing the road. It is their opinion that if these traffic lights had been in operation before the fatal collision involving the elderly gentlemen, it may never have occurred, as vehicles are now managed in a better way. All traffic signals tend to add small delays in journey times, but this must be weighed against the safety of the junction which we feel has been improved by their installation.'

29. Feedback has also been received from the local Northwood Safer Neighbourhood Team, who state:

'[Yes], there is congestion at times and traffic in Green Lane may have to wait unlike previously, but this has to be balanced against the safety of the junction. [We] think it would be a retrograde step to now remove the traffic lights.'

30. It is therefore recommended in the meantime that the Cabinet Member invites the petitioners along to one of the petition evenings that he sets aside and listens to their concerns, after which he may wish to consider the recommendations set out at the beginning of this report. Officers recommend that the concerns of petitioners should be noted and included as part of the study brief.

Financial Implications

There are no direct financial implications associated with this report. However, the Council has committed, through its TfL-funded Local Implementation Plan (LIP) funding for 2011/2012, to commission an independent investigation of the junction, and this will require funding from within the Council's LIP allocation for 2011/2012.

Should the recommendations and consequent decision be to make substantial changes to the junction, either in the form of significant modifications or removal of the signals, then the Council would need to explore potential funding to cover the cost of this work. No work on this investigation of suitable funds can realistically be undertaken until the present petition process and the subsequent investigations have been satisfactorily concluded.

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

No consultation has been carried out prior to this petition. However, the Council has identified a sum of money within the 2011/2012 TfL LIP allocation to undertake a study which will involve

elements of consultation with affected stakeholders, including local residents and in particular those who use the crossing arrangements. The nature and form of any such consultation will be developed and agreed with the input of Members.

CORPORATE IMPLICATIONS

Legal

At this stage there are no special legal implications for the proposals set out above.

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 future informal consultation responses following officers seeking the views of local residents, businesses, Police Safer Neighbourhood team, local schools, bus operators, passengers using Northwood Station and other relevant stakeholders, 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 September 2010.

Department for Transport 'Local Transport Notes' LTN 1/97 and LTN 2/97 (design standards for pedestrian crossings).

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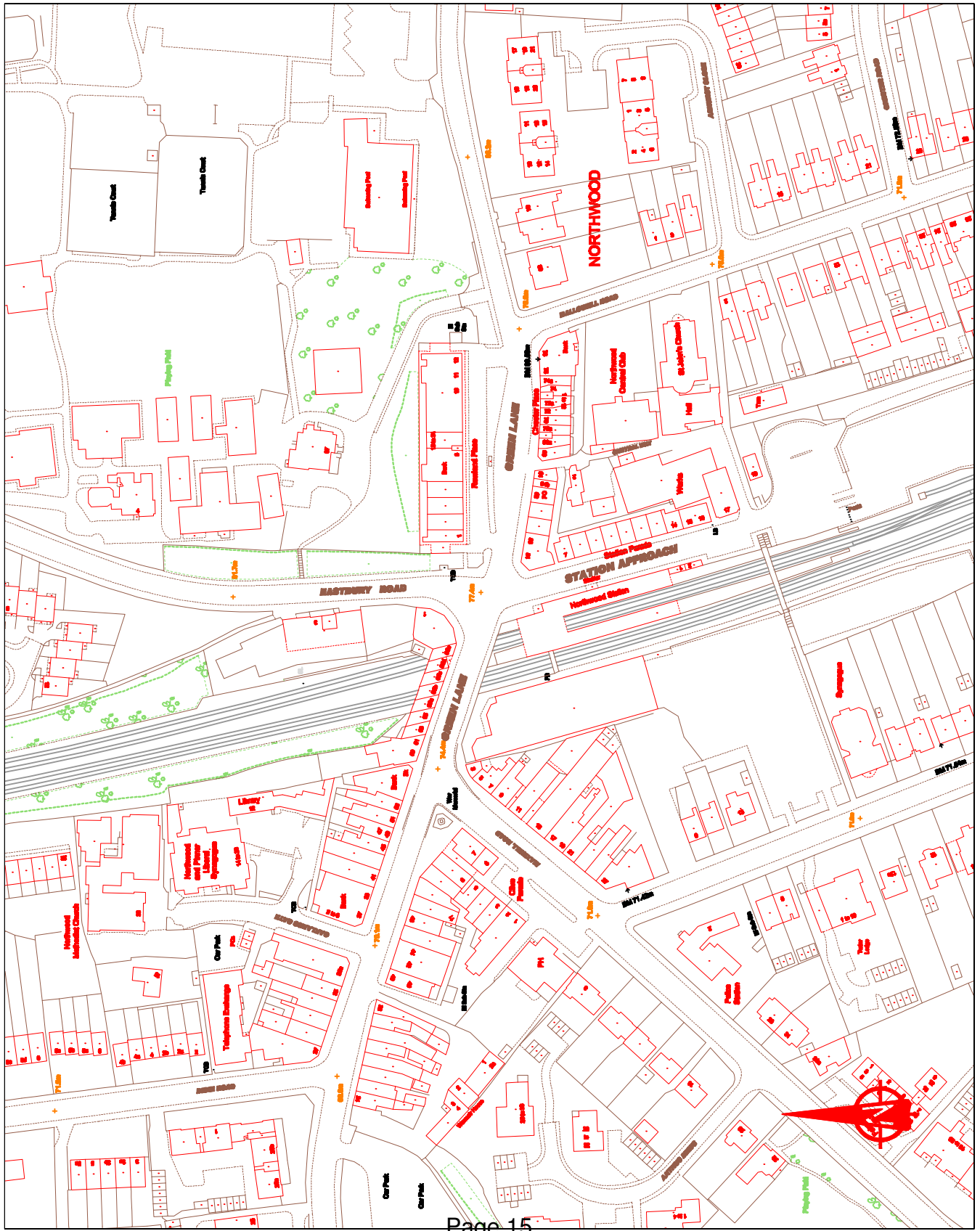
Notes:

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Project
Green Lane / Station Approach / Eastbury Road, Northwood

Description Location plan			
Scale	Drawn	Checked	(Initials/Date)
NTS	CF	02/11	
Project No.	Drawing No.		Rev.



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MERROWS CLOSE, NORTHWOOD – PETITION REQUESTING RESIDENTS PARKING SCHEME

Cabinet Member

Councillor Keith Burrows

Cabinet Portfolio

Planning, Transportation and Recycling

Report Author

Hayley Thomas, Planning, Environment, Education and Community Services

Papers with report

Appendix A

HEADLINE INFORMATION

Purpose of report

To advise the Cabinet Member that a petition has been received from residents of Merrows Close requesting a residents' permit parking scheme.

Contribution to our plans and strategies

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

Financial Cost

There is none associated with the recommendations to this report.

Relevant Policy Overview Committee

Residents' and Environmental Services

Ward(s) affected

Northwood

RECOMMENDATION

That the Cabinet Member:

1. Meets and discusses with the petitioners their concerns with parking in their road and the possible options to address the issues that would be acceptable to residents.
2. Subject to No. 1 asks officers to add the request to the Council's overall parking programme so an informal consultation can be carried out.

INFORMATION

Reasons for recommendation

To give the Cabinet Member an opportunity to discuss with the petitioners the problems in their road and if appropriate consult residents on the possibility of introducing parking restrictions in Merrows Close.

Alternative options considered

Alternative options to address non residential parking will be part of the consultation with residents if the Cabinet Member gives approval for a scheme to be added to the programme.

Comments of Policy Overview Committee(s)

None at this stage.

Supporting Information

1. A petition with nine signatures has been received from residents of Merrows Close, Northwood, asking for a residents' parking scheme; this represents 90% of households in the Close. The Council's usual procedure is to only hear petitions with 20 signatures or more. However, a request has been received from a local Ward Councillor for this petition to be heard by the Cabinet Member for Planning, Transportation and Recycling.
2. Merrows Close is a small cul-de-sac off the Rickmansworth Road. Its location is indicated on Appendix A and is a short distance from Holy Trinity Primary School and Mount Vernon Hospital. In a covering letter submitted by the secretary of the Merrows Close Residents' Association, it is reported that vehicles are often parking dangerously and residents are finding it difficult to enter and exit the close safely. They associate the parking with employees and parents/carers from the nearby Holy Trinity School.
3. The Cabinet Member will be aware that a zebra crossing was recently installed on Rickmansworth Road, close to the junction of Merrows Close. This was introduced as a consequence of the Holy Trinity Primary School Travel Plan and a number of requests from local residents asking for a safe crossing point for the area. It is probable that parking has transferred to Merrows Close following the implementation of this new crossing, which has greatly improved safety for pedestrians crossing the busy Rickmansworth Road and makes Merrows Close an attractive place to park and drop off children to the school.
4. The Cabinet Member will also recall a similar request from residents of Thirlmere Gardens, which is a short distance from Merrows Close which is likely to benefit from a residents' parking scheme in the future. It is therefore recommended that the Cabinet Member discusses with the petitioners their concerns with parking and adds the request to the Council's programme and consult with residents of Merrows Close on possible options to manage the parking as resources permit.

Financial Implications

There are none associated with recommendations in this report. However, if the Cabinet Member approves the inclusion of these requests in the Council's parking programme a subsequent bid would be required.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member to consider the petitioners request and possible options to address these concerns.

Consultation Carried Out or Required

The Council is required to carry out statutory consultation before a scheme can be introduced, to allow members of the public an opportunity to comment.

CORPORATE IMPLICATIONS

Corporate Finance

N/A.

Corporate Procurement

None at this stage.

Legal

The Council's power to make orders creating residents 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).

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.

Corporate Landlord

The report has no property implications and the Corporate Landlord has no comments.

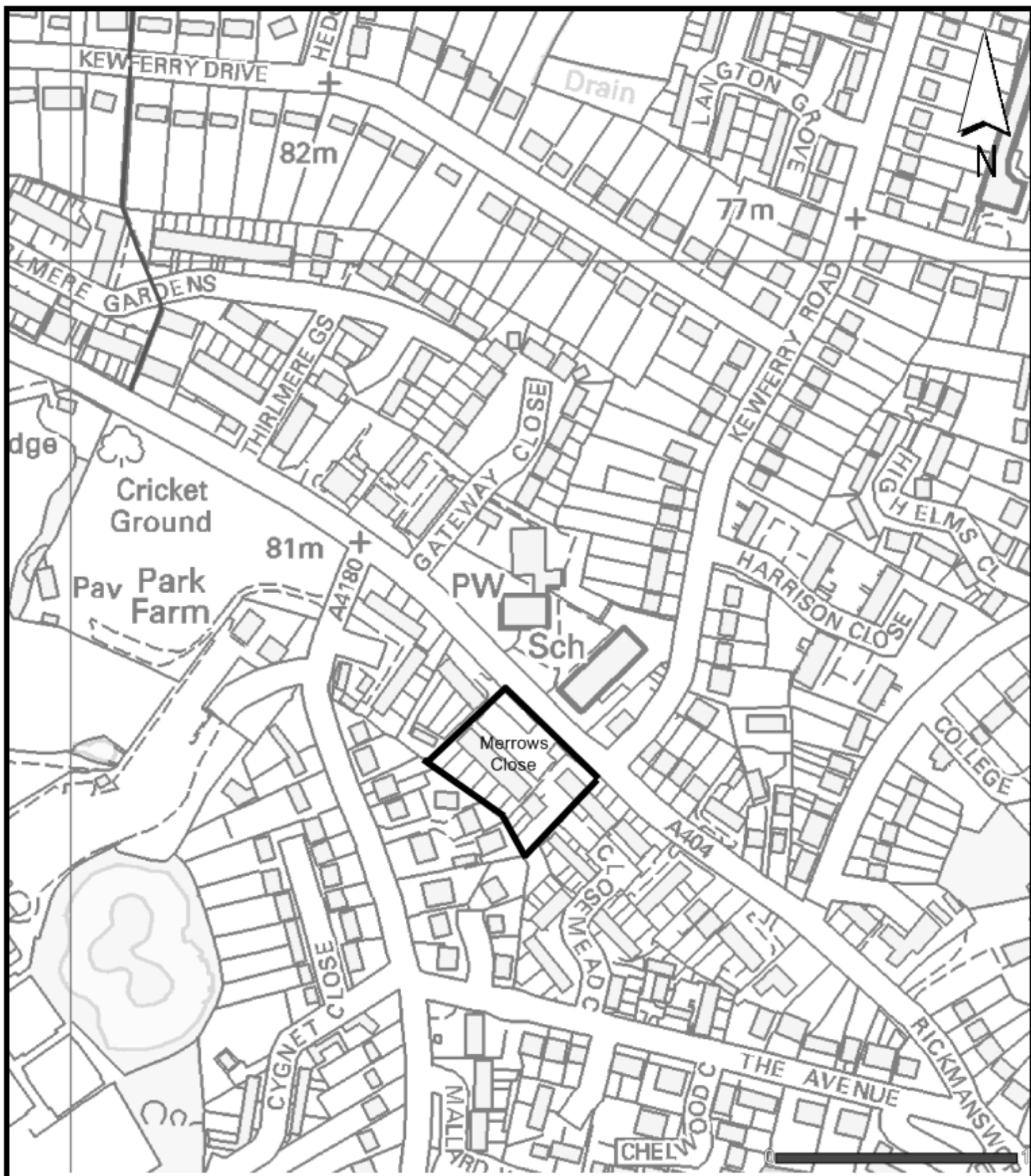
Relevant Service Groups

None at this stage.

BACKGROUND PAPERS

Petition received 13 October 2010.

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Merrows Close, Northwood

Appendix A

Date: November 2010

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CHESTNUT CLOSE, WEST DRAYTON – PETITION REQUESTING INCREASED PARKING SCHEME OPERATIONAL TIMES

Cabinet Member	Councillor Keith Burrows
Cabinet Portfolio	Planning, Transportation and Recycling
Officer Contact	Danielle Watson, Planning, Environment, Education and Community Services
Papers with report	Appendix A – Location Plan

HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that a petition has been received from residents of Chestnut Close, West Drayton asking to increase the operational times of the Heathrow Parking Management Scheme Zone H1.
Contribution to our plans and strategies	The residents' request will be considered as part of the Council's strategy for on-street parking.
Financial Cost	There are none associated with the recommendation to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services
Ward affected	Heathrow Villages

RECOMMENDATION

That the Cabinet Member for Planning, Transportation and Recycling notes the petition and:

1. Considers the petitioners' request for increased operational hours of the existing Resident Permit Parking Scheme.
2. Asks officers to seek advice from local Ward Councillors to determine a suitable area over which residents could be asked for views on longer operational times.

INFORMATION

Reasons for recommendation

To consider the request along with other representations that may be received from residents of other roads in the Heathrow Parking Scheme, who may have views on the operational period.

Alternative options considered

These will be considered as part of the review.

Comments of Policy Overview Committee(s)

None at this stage.

Supporting Information

1. A petition with 11 signatures has been received from residents in Chestnut Close, which represents 38% of households in the road, under the following heading:

“London Heathrow Parking Management can only issue fixed penalty parking tickets between the hours of 9am-5pm. To reduce the number of taxis parking in Chestnut Close and Doghurst Drive we would like the London Heathrow Parking Management to extend the period during which tickets are issued to the hours of 9am to midnight”.

The petition contained less than the minimum of 20 signatures required to automatically qualify for a Petition Hearing, but a local Ward Councillor requested that the petition be heard by the Cabinet Member.

2. Chestnut Close is a small cul-de-sac just off Doghurst Drive, West Drayton. The location is indicated on the plan attached as Appendix A to this report. Due to the local proximity of London Heathrow Airport this area is clearly an attractive place for non-residents to park.

3. Residents of Doghurst Drive and Chestnut Close have previously petitioned for measures to address taxis illegally parking in their road, one of which was to be removed from the Heathrow Parking Management Scheme and to introduce ‘at any time’ waiting and loading restrictions which it was hoped would solve the problem. However, these restrictions did not deter the chauffeurs from parking and residents petitioned for the parking places to be reinstated to meet the parking needs of the local community.

4. The latest extension to the Heathrow Parking Management Scheme came into operation in November 2009. It is the Council’s usual practice to review schemes 6-12 months from starting and this was undertaken at the Cabinet Member’s request between 19 July and 9 August 2010. Residents within the scheme were asked if they had any views on operational aspects of the scheme and those in roads outside the scheme were delivered an information leaflet and questionnaire to ask if they would like their road included.

5. The results of the recent review indicate that a majority of residents are satisfied with the scheme. One resident requested the operational hours be extended whilst three residents suggested the operational times were excessive. However the views of residents living in the northern part of the Heathrow Parking Management Scheme are likely to be different from petitioners living in the southern part of the scheme who may experience more fly-parking than residents in the north.

6. It is brought to the attention of the Cabinet Member that residents in other roads within the scheme close to the airport have complained of similar issues with airport related parking outside the hours of operation of the existing scheme. Within a parking scheme it is desirable to

keep restrictions as consistent as possible to avoid causing confusion to visitors and transferring the problem to nearby roads.

7. It is therefore recommended that the Cabinet Member meets with petitioners and discusses their request for extended hours. Subject to the outcome of the discussions, the Cabinet Member may decide to ask officers to seek advice from local Ward Councillors to determine a suitable area within which residents could be asked for views on longer operational times as it is more effective to address parking issues on an area wide basis rather than on a road-by-road basis.

Financial implications

There are none associated with the recommendations in this report.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

It will allow the Council to consider further the petitioners request together with comments of other residents in neighboring roads.

Consultation Carried Out or Required

None at this stage

CORPORATE IMPLICATIONS

Corporate Finance

No comments.

Corporate Landlord

The report has no significant property implications and the Corporate Landlord has no comments.

Legal

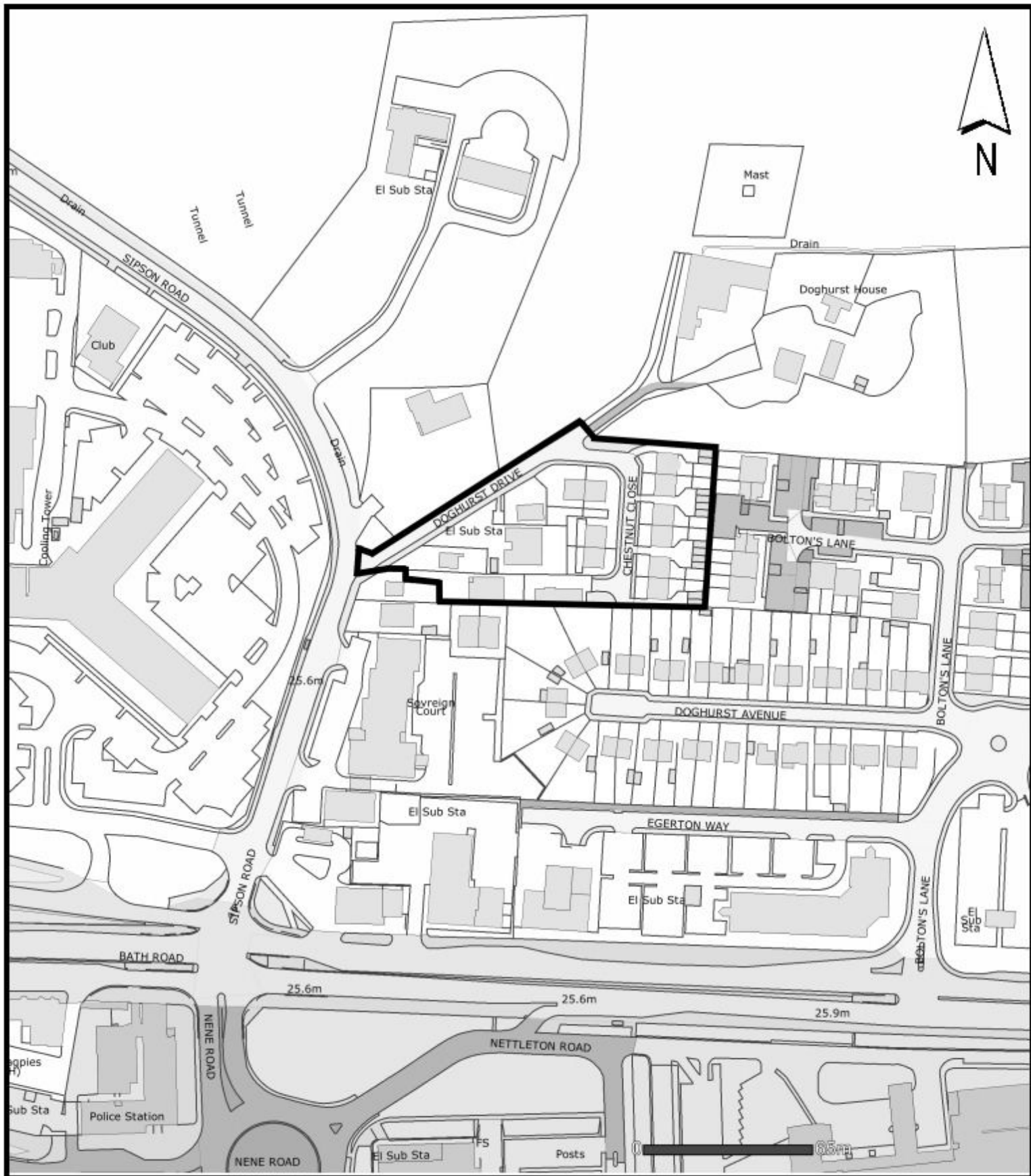
A meeting with the petitioners and Ward Councillors is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage.

Consultation must be undertaken when proposals are still at a formative stage, must give sufficient reasons to permit the consultee to make a meaningful response, must allow adequate time for consideration and response, and the results of the consultation must be conscientiously taken into account in finalising any proposals (even those which do not accord with the officer recommendation).

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

BACKGROUND PAPERS

Petition received 6 October 2010.



Chestnut Close & Doghurst Drive

Appendix A

Date January 2011

Scale 1:2,000



Extent of Chestnut Close & Doghurst Drive

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DENZILOE AVENUE, HILLINGDON – PETITION REQUESTING A RESIDENTS ONLY PARKING SCHEME

Cabinet Member	Councillor Keith Burrows
Cabinet Portfolio	Cabinet Member for Planning, Transportation and Recycling
Officer Contact	Kevin Urquhart, Planning, Environment, Education and Community Services
Papers with report	Appendix A

HEADLINE INFORMATION

Purpose of report	To advise the Cabinet Member that residents of Denziloe Avenue have submitted a petition asking the Council to determine the viability to introduce a “Residents Only” parking scheme.
Contribution to our plans and strategies	The request can be considered as part of the Council’s strategy for the control of on-street parking.
Financial Cost	There are none associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents’ and Environmental Services
Ward(s) affected	Hillingdon East

RECOMMENDATION

That the Cabinet Member:

1. Discusses with the petitioners their concerns with parking in Denziloe Avenue.
2. Decides if a scheme for Denziloe Avenue can be added to the Council’s parking programme.

INFORMATION

Reasons for recommendation

Although parking schemes are not generally considered for individual roads, due to the isolated location of Denziloe Avenue, the Cabinet Member may decide that a scheme could be considered in advance of one over a wider area.

Alternative options considered

These will be discussed with petitioners.

Comments of Policy Overview Committee(s)

None at this stage.

Supporting Information

1. A petition with 32 signatures has been submitted to the Council with the following request:

“We the undersigned are continuously having problems being able to park on Denziloe Avenue outside our properties due to any available space being occupied by local businesses and non residents. As a result we would like London Borough of Hillingdon to implement a residents’ parking scheme to resolve this matter.”

Denziloe Avenue is a residential road just off the Uxbridge Road close to the New Broadway Parade shopping centre. The road could present an attractive parking area for visitors, workers and residents living above the shops who have no access to off-street parking. The location of Denziloe Avenue is indicated on the plan attached as Appendix A.

2. The Cabinet Member will be aware that the Council’s strategy for the introduction of Parking Management Schemes in residential areas is in order to address concerns with non-residential parking. The intention of such schemes is to prohibit parking not associated with those living in the road in order to retain the available kerbside parking for the benefit of residents and their visitors. It is apparent from previous schemes in Hillingdon that not all households are in favour of Permit Schemes unless they are confident there will be sufficient space to accommodate residents’ parking needs. It is also usual practice to only install schemes over a wider area as opposed to individual roads.

3. As the Cabinet Member will be aware, the reason for this is that parking displacement will often transfer from one road to another nearby, and for this reason it is seldom viable to create a Parking Management Scheme in a single road. In practice, the Council generally relies to some extent on evidence of a more general local demand for a Parking Management Scheme and to date the desire evident in Denziloe Avenue does not appear to be echoed in adjoining roads. However, residents of Parkfield Avenue have raised concerns over vehicles parking on the footway at the end of their road.

4. In cases like this, it is usually recommended that a parking stress survey be carried out in the road to establish parking trends and patterns. However, as it is likely some of the vehicles parking in the road belong to residents living above the shops on New Broadway, the results from such a survey may not give a clear indication of the difficulties the residents of Denziloe Avenue are experiencing. As an alternative, it is possible to recommend that an informal consultation be carried out with the residents to establish the overall level of support for a parking scheme in Denziloe Avenue.

5. It is recommended that the Cabinet Member meets with petitioners to discuss their request in detail for a Parking Management Scheme in Denziloe Avenue and, subject to what residents tell him, considers the most appropriate further courses of action.

Financial Implications

There are none associated with the recommendations to this report. However, if the Council was to consider the introduction of a Residents’ Parking Scheme in Denziloe Avenue, funding

would need to be identified. Usually this would come via an allocation from the Parking Revenue Account surplus. However, if there are underspends on other schemes within the Parking Management Schemes Programme, the required funding could be reallocated subject to Cabinet Member approval. This would be subject to the Cabinet Member's decision on whether the scheme for Denziloe Avenue should be added to the Programme.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member to decide if a scheme for Denziloe Avenue can be considered in isolation from the surrounding area and added to the parking programme.

Consultation Carried Out or Required

If the Council subsequently investigates the feasibility to introduce a parking scheme in Denziloe Avenue, consultation will be carried out with residents to establish if there is overall support.

CORPORATE IMPLICATIONS

Corporate Finance

No comments at this stage.

Corporate Landlord

No comments at this stage.

Legal

There are no special legal implications for the proposals contained in this report.

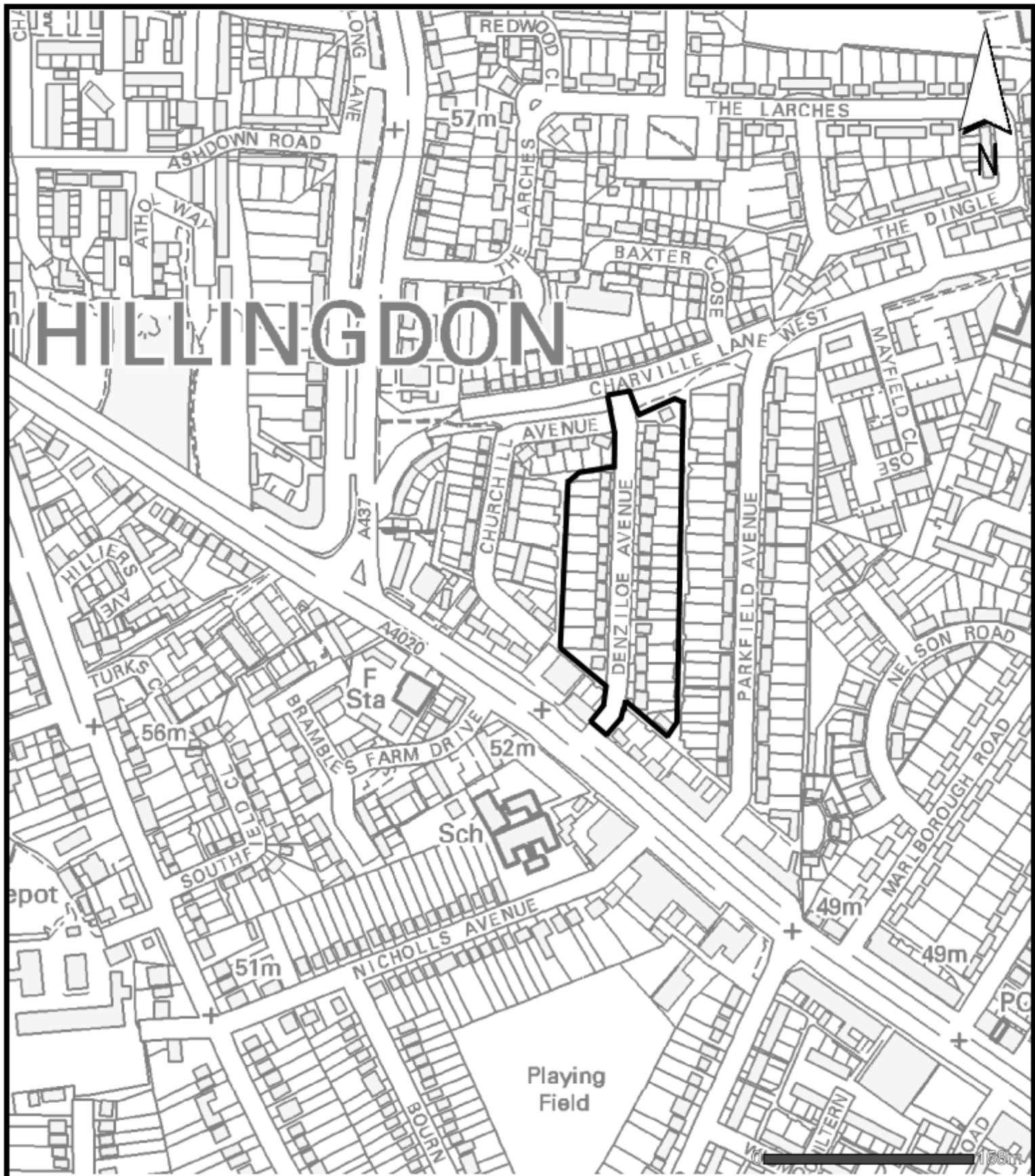
Should there be a decision that further measures are to be considered then the relevant statutory provisions will have to be identified and considered.

In considering 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.

BACKGROUND PAPERS

Petition received – 15 January 2011

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Denziloe Avenue, Hillingdon

Appendix A

Date January 2011

Scale 1:4,000



Extent of Denziloe Avenue

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