

PETITION REQUESTING STATION ROAD, HAYES TO BE RE-OPENED TO TWO WAY TRAFFIC

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| Cabinet Member(s) | Councillor Keith Burrows |
| Cabinet Portfolio(s) | Planning, Transportation and Recycling |
| Officer Contact(s) | Hayley Thomas Planning, Environment, Education and Community Services |
| Papers with report | None |

HEADLINE INFORMATION

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| Summary | To inform the Cabinet Member that a petition has been submitted from residents and businesses requesting that Station Road, Hayes be re-opened to two way traffic. |
| Contribution to our plans and strategies | The proposals can be considered as part of the Council's strategy for road safety. |
| Financial Cost | There are no costs associated with this report. |
| Relevant Policy Overview Committee | Residents' and Environment Services |
| Ward(s) affected | Botwell and Townfield |

RECOMMENDATIONS

That the Cabinet Member:

- 1) meets and discusses with the petitioners their concerns with the current traffic arrangements in Station Road, Hayes.
- 2) subject to 1) above, asks officers to include the petition request and the outcome of discussions with petitioners in the ongoing study for possible improvements to traffic movements in Hayes Town Centre.

Reasons for recommendation

To give the Cabinet Member an opportunity to discuss the petitioners' concerns.

Alternative options considered / risk management

These will be discussed with petitioners.

Policy Overview Committee comments

None at this stage.

INFORMATION

Supporting Information

1. A petition with 1,386 signatures has been received from residents and businesses under the following heading:

“We the under signed petition the London Borough of Hillingdon that the Station Road, Hayes be opened to traffic which in turn will help stop antisocial behaviour, night time crime behaviour and will be safe for the community to walk safely. Most of all will help businesses to thrive.”

2. The Council undertook informal consultation in November 1989 with residents and businesses in Hayes on proposals to make improvements to traffic movements in Station Road following plans for the installation of the Hayes Bypass. Of the 1,766 who responded to the consultation, 92% were in support of the proposals for the pedestrianisation of Station Road. Statutory consultation on a detailed design took place in November 1990 and the pedestrianisation scheme for Station Road was implemented the following year.

3. In the period subsequent to the implementation of the original scheme, a number of concerns were raised by businesses that the new layout restricted access for deliveries and the removal of on-street parking outside their businesses had severely affected trade. Subsequently, the scheme was amended to create a semi-pedestrianised scheme which allowed vehicular access into Station Road and provision for pay-and-display echelon parking.

4. A key priority for Hillingdon’s regeneration strategy ‘Sustain, Renew and Prosper’ is to ensure the success and viability of town centres. The ‘Total Approach’ approved by Cabinet in June 2011, ensures a co-ordinated approach to maximising the value of Council and external investment to deliver improvements to our town centres.

5. The Cabinet Member will be aware that Cabinet has set the priorities in terms of town centres in Hillingdon which will be subjected to this more holistic approach, and that Hayes Town Centre is one of the first three to benefit from the Council’s renewed focus. In tandem with the new strategic direction adopted in June 2011, the Mayor of London began to offer opportunities for outer London boroughs to bid for funding to help improve their town centres, in the form of the ‘Outer London Fund’. As a result of a successful bid in the late summer of 2011, a grant of £240,000 was made available which not only has helped transform 40 shop frontages in Coldharbour Lane and Station Road, together with 968 square metres of private shop forecourts in Coldharbour Lane. It has also allowed the Council to undertake a study of the current traffic movements in Hayes, which looked at some of the issues with the current layout and possible options to address these. This project involved a key group of stakeholders including local Ward Councillors, local Safer Neighbourhood Team and representatives from the Hayes Town Partnership and Hayes Town Business Forum.

6. The Cabinet Member will also be aware that Hayes has a number of major developments taking place, which include Crossrail, the Ballymore development and the redevelopment of the

former EMI site. These projects not only aim to improve links to central London but also create more job opportunities and increase footfall in Hayes Town. Therefore, improving traffic movement and linking these developments with the rest of the town centre are key.

7. As part of the ongoing dialogue with the stakeholder group, the Council is exploring various options to improve Hayes Town Centre, including a bid to Transport for London for Major Schemes funding and whilst no final decisions have been made, pending further scheme development and consultations, various options for improving traffic flow and accessibility form part of these studies. The present petition will therefore add to the store of knowledge which the Council will be able to draw upon in considering the most appropriate next steps.

8. It is clear that there are specific concerns which have been raised by the petitioners and it is therefore recommended that the Cabinet Member meets them and discusses their concerns. Subject to these discussions, it is also recommended that the Cabinet Member asks officers to include comments or suggestions alongside any subsequent consultation for improvements to Hayes Town centre.

Financial Implications

There are none associated with recommendations in this report.

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 their concerns.

Consultation Carried Out or Required

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

CORPORATE IMPLICATIONS

Corporate Finance

There are no financial implications arising from this report.

Legal

There are no special legal implications for the proposal, which amounts to an informal consultation. A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage. Fairness and natural justice 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.

Corporate Property and Construction

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

BACKGROUND PAPERS

None.