

UXBRIDGE HIGH STREET PEDESTRIAN ZONE: ENFORCEMENT OF PARKING AND MOVING TRAFFIC CONTRAVENTIONS

Cabinet Member	Councillor Keith Burrows
Cabinet Portfolio	Planning, Transportation and Recycling
Officer Contact	Chris Mansfield - Residents Services
Papers with report	Appendix A- Site Plan

1. HEADLINE INFORMATION

Summary	<p>The report seeks Cabinet approval to a series of measures which will improve residents and visitor experience of Uxbridge High Street and at the same time address persistent vehicular transgressions of the pedestrianised area of Uxbridge High Street.</p> <p>The report also seeks to put a process in place to address any future Moving Traffic Contraventions by CCTV, via delegated authority on a case by case basis.</p>
Putting our Residents First	<p>This report supports the following Council objectives of <i>Our Built Environment; Our People</i>.</p> <p>The initiative compliments the Council's approach to supporting its town centres and securing economic prosperity via its Economic Development Strategy. The initiative also supports the Uxbridge Road Growth and the Uxbridge change of Heart strategies.</p>
Financial Cost	<p>The project will cost in the region of £25,000 - the cost being incurred in terms of the new barriers and signage required. This cost will be met from the Council's 2016/17 allocation of LIP funding (Local Implementation Plan) from Transport for London.</p>
Relevant Policy Overview Committee	Residents' and Environmental Services
Ward(s) affected	Uxbridge North and boundary of Uxbridge South

2. RECOMMENDATION

That Cabinet:

Uxbridge High Street

- 1 Approves the installation of 'movable' barriers at both ends of the pedestrian zone in the High Street Uxbridge to enforce correct delivery and unloading times;**
- 2 Agrees the Deputy Chief Executive and Corporate Director of Residents Services, in conjunction with the Cabinet Member for Planning, Transportation and Recycling, approve the design of the barriers;**
- 3 Approves the enforcement of Moving Traffic Contraventions by CCTV in the area covering the pedestrianised zone of Uxbridge High Street to prohibit vehicles using the route as a cut through between Windsor Street and Vine Street;**
- 4 Delegates any other further decisions such as the enforcement of appropriate waiting and loading restrictions required to the Deputy Chief Executive and Corporate Director of Residents Services, in conjunction with the Cabinet Member for Planning, Transportation & Recycling;**

Other Schemes

- 5 Grant full delegated authority to the Leader of the Council and Cabinet Member for Planning, Transportation and Recycling, in conjunction with the Deputy Chief Executive and Corporate Director Residents Services, to determine the use of Moving Traffic Contraventions in the Borough on a case by case basis.**
- 6 Subject to the Leader of the Council's formal consent, add this as a permanent delegation within the Council's Constitution - Cabinet Scheme of Delegations.**

Reasons for recommendation

Traffic violations of the pedestrianised area of the High Street are a potential road safety risk and the recommendations seek to deliver an effective and safe pedestrian environment. The report additionally provides a process for dealing with future road traffic via an approved democratic process.

Alternative options considered / risk management

Cabinet could choose to take no action, however it is unlikely that the current vehicular transgressions into the pedestrian zone will cease without the above recommendations being agreed.

Cabinet could chose to implement one or a number of the above recommendations, however the traffic transgressions take a number of forms and it will require the package of measures recommended in the report to resolve the current situation.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

The context

Creating an attractive, safe and managed environment for our residents to enjoy the High Street increasing dwell time and expenditure is an important facet of the Town Centre and its continuing success. In an increasingly competitive market, a town centre such as Uxbridge must present a compelling offer both in terms of the services and activities available and the quality of the environment.

Uxbridge Town Centre is generally seen as successful but as with all town centres it is important to make improvements where appropriate. This could be either in terms of the retail offer and or the visitor experience.

Via the Uxbridge Change of Heart initiative, the Council is already seeking to improve the Town's public realm and with funding secured from the Mayor for London and a matched contribution a £2m upgrade of the towns public realm will be implemented in 2017.

In addition to the management of the public realm, the Council is committed to the safety of pedestrians moving through the town.

There has been a growing number of reports and complaints of inappropriate vehicle activity in the pedestrianised zone of Uxbridge High Street.

These complaints focus on:

- 1 Delivery vehicles making deliveries outside of the times permitted, which are 5pm and 10.30am (9.30am at weekends);
- 2 Vehicles using the route as a cut through from the station through from Windsor Street to Vine Street;
- 3 Owners/customers of premises within the pedestrian zone parking within the zone on a regular basis.

Whilst there have been no reports of injuries or incidents to date resulting from these traffic violations, it is certainly making the area more difficult for pedestrians to negotiate. Intu who own and manage the Chimes shopping centre, share the Council's concerns that the current misuse of the pedestrian zone is a hazard to pedestrians. Uxbridge Forward the town centre partnership has also raised concerns over a recent escalation of the problems in the area.

Furthermore Intu regard the pedestrian area as one of town's key assets; and see the inappropriate parking detracting from what is a high quality space with a great mix of shops, cafes and community facilities in tree lined setting.

The forthcoming Uxbridge Business Improvement District (BID) is likely to make the promotion of Uxbridge as destination for shoppers and businesses a key priority. Uxbridge's cafe culture, combined retail / leisure offer will undoubtedly be one of the key elements in any promotional campaign. The current misuse of the pedestrian zone will need to be addressed if the image the Council wants to maximise is the potential of Uxbridge as a safe retail / leisure destination.

Solutions

The current misuse of the pedestrian zone is unacceptable but there are a number of different challenges in ensuring that the area remains a pedestrian zone apart from the times when delivery vehicles are legitimately entitled to enter to make deliveries to shops and premises within the zone.

To reinforce that this part of the Town Centre is for pedestrians it is proposed to erect 'moveable' barriers at both ends of the pedestrian zone. The barriers will be manually opened and closed at the appropriate times by the Council's parking services contractor ACPOA. Barriers are considered necessary at both ends of the pedestrian area, as despite the current no entry signage at the Vine Street end, vehicles have been observed entering the pedestrian area from this end of the High Street.

The barriers will be commissioned with the intention that they will be in keeping with and complimentary to the surrounding environment, particularly at the St Margaret's end of the pedestrian zone which abuts the heritage conservation area of the town centre. It is recommended that the final detailed design will be delegated to the Cabinet Member for Planning, Transportation and Recycling and the Deputy Chief Executive and Corporate Director Residents Services for approval.

The barriers will be opened as per the current arrangement 5pm - 10.30am (9.30am on weekends) and at other times will be closed.

Costings

The cost of designing, producing and installing the barriers; the associated signage and costs incurred in advertising the statutory notices required can be met from the Council's 2016/17 allocation of LIP funding (Local Implementation Plan) from Transport for London. The exact cost will be determined by the design of the barriers and the complexity of installation but it is anticipated that the total cost will not exceed £25,000.

The introduction of barriers will stop the current misuse of the pedestrian area by delivery vehicles. There is however a need to enforce illegal parking within the pedestrian area. There is potential for vehicles to be parked within the pedestrian zone during the times the barriers are locked, their owners knowing that the barriers will be unlocked after 5pm. Additionally there might be an assumption that once the barriers are opened at 5pm that parking within the pedestrian area is permitted. Whilst the risk of these two transgressions is low, it is recommended that the Council adopts the necessary legislation to enable enforcement of illegal parking within the pedestrian zone.

Enforcement of Moving Traffic contraventions

One of the other challenges is to restrict vehicles using the pedestrian zone as a cut through from Windsor Street to Vine Street. Despite the current signage showing that the area is not accessible to motor vehicles apart from deliveries, there is regular misuse of the zone by a number of drivers.

The installation of barriers will prevent the use of the pedestrian zone as a cut through between 10.30am and 5pm, outside of these times there will be no physical restriction. It is

recommended to re-introduce the enforcement of moving traffic contraventions by CCTV once the barriers and the new regulations are in place.

The Council previously adopted powers to enforce Moving Traffic contraventions in March 2006 but suspended the use of CCTV as a means of enforcement throughout the borough in January 2008 as Members had concerns over the use of CCTV. Since this time it has not been considered necessary to reintroduce comprehensive use of CCTV as a means of enforcement throughout the Borough. However, recent issues including those in Uxbridge High Street have highlighted that the use of CCTV in certain circumstances would be effective.

The re-adoption of the Moving Traffic Contravention authority will enable the Council to manage and enforce where necessary persistent infringement of the current legislation. The Power to undertake CCTV enforcement is contained in the London Local Authorities and Transport London Act 2003.

Future cases

Unfortunately Uxbridge High Street is unlikely to be the last time where the reintroduction of CCTV to enforce traffic contraventions needs to be considered. It is therefore recommended that to expedite any future situations potentially requiring enforcement of moving traffic contraventions by means of CCTV that delegated authority be granted to the Leader of the Council and Cabinet Member for Planning, Transportation and Recycling and Deputy Chief Executive Corporate Director Residents Services to determine the appropriate response on a case by case basis. This would be by way of a formal democratic cabinet member decision to ensure transparency and public record of such decisions. To ensure permanency of the delegation, it is proposed this be added to the Council's Constitution, subject to the Leader of the Council's consent.

Financial Implications

As already noted within the report, the exact cost will be determined by the design of the barriers and the complexity of the installation.

The total cost is not expected to exceed £25,000 and will be met in full by LIP funding from TfL.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

An attractive safe and well managed town centre environment is crucial to its success. The package of measures proposed in this report will serve to ensure that the pedestrian area of Uxbridge Town Centre is a safe and secure area for residents and visitors to use.

Consultation Carried Out or Required

Officers have already informally discussed the current challenges facing the pedestrian area and the proposed responses outlined in this report with the management of the Intu shopping centre. Intu have acknowledged the issue and are supportive of the proposals to reduce the misuse of the area. The Uxbridge Town Centre partnership, Uxbridge Forward has also informally endorsed the proposals.

Prior to the barriers being installed and the new parking regulations being introduced each shop and commercial premises within the area will receive a personal visit and have the operation

and implications of the scheme explained. Uxbridge Forward has kindly offered to assist the Council in this task and INTU will be talking to their tenants who front onto the pedestrian area of the High street on the scheme. Arrangements will also be made to consult with residents and High Street users.

Consultation with emergency services will be undertaken to ensure effective access to the High Street is provided.

Once the Cabinet has approved the proposals in the report, officers will implement the legislation under the Road Traffic Regulation Act 1984 to deliver the barriers. The Traffic Management orders process requires a period of consultation of not less than 21 days. This process will enable any objectors to the proposals to be considered. The Metropolitan Police, the London Fire Brigade and the Ambulance Service will all be consulted as part of the process as will the Licensed Taxi Drivers Association.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and confirms the budgetary position above, noting that the recommended implementation of barriers at either end of Uxbridge High Street will be funded from the Transport for London Local Improvement Plan grant. Any on-going costs associated with the subsequent CCTV enforcement of moving traffic contraventions on Uxbridge High Street will be managed within the Council's Parking Revenue Account.

Legal

The Council's powers to make a Traffic Management Order ('TMO') are set out in Part 1 of the Road Traffic Regulation Act 1984, which confirms that the Council may make a TMO for controlling or regulating vehicular and other traffic (including pedestrians), in particular the erection or placing of any works or objects likely to hinder the free circulation of traffic in any street or likely to cause danger to passengers or vehicles. This would also incorporate the use of barriers or bollards to control entry to the Uxbridge High Street. The Traffic Signs Regulations and General Directions 2002 govern road traffic signs and road markings and there are no special circumstances drawn to our attention that would prevent the scheme proceeding provided that the appropriate statutory procedures are followed. The Council are required to abide by the consultation and order making statutory procedures, which are set out in the Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996 (SI 1996/2489).

This Cabinet Report suggests that there is an existing TMO, which may negate the need for a new TMO and officers should instruct Legal Services as to whether a new TMO is required however for the purposes of this Cabinet Report Members are not prohibited from making the recommendations in this Cabinet Report.

The Cabinet Report further recommends that Members grant authority to enable the enforcement of the TMO. There are various ways in which enforcement can be carried out and officers should instruct Legal Services as to the most appropriate method however for the purposes of this Cabinet Report Members are not prohibited from making the recommendations in this Cabinet Report.

Corporate Property and Construction

As the proposed works are on adopted highway land there are no property implications arising from the recommendations in this report.

6. BACKGROUND PAPERS

NIL