

PETITION REQUESTING AMENDMENTS TO THE EXISTING PARKING RESTRICTIONS WITHIN THE ST ANDREW'S PARK DEVELOPMENT, UXBRIDGE

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| Cabinet Member(s) | Councillor Keith Burrows |
| Cabinet Portfolio(s) | Cabinet Member for Planning, Transportation and Recycling |
| Officer Contact(s) | Steven Austin Residents Services Directorate |
| Papers with report | Appendices A - C |

1. HEADLINE INFORMATION

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| Summary | To inform the Cabinet Member that the Council has received a petition requesting changes to the current waiting restrictions within the St Andrew's Park development especially close to the John Locke Academy |
| Contribution to our plans and strategies | The request can be considered in relation to the Council's strategy for on-street parking controls. |
| Financial Cost | There are no financial implications associated with the recommendations to this report. |
| Relevant Policy Overview Committee | Residents', Education and Environmental Services Policy Overview Committee |
| Ward(s) affected | Uxbridge North |

2. RECOMMENDATIONS

Meeting with the Petitioners, the Cabinet Member:

1. Listens to their request for changes to the existing parking restrictions around The John Locke Academy, Bader Way, Uxbridge;
2. Notes the highways and traffic conditions attached to the planning application and approved 'School Travel Plan' for the John Locke Academy;
3. Notes the fact that as certain aspects of the original petition could pertain to the planning approval process for the John Locke Academy, the present petition was initially investigated by the Council's Planning Enforcement Officer and a 'breach of planning condition' was identified;

4. Notes the correspondence between the Council's Planning Enforcement Officer and John Locke Academy, and the outcome of their dialogue, which is set out in the body of the report;
5. Notes and considers the likely views of residents living in the local area, many of whom do not have a direct association with the John Locke Academy, but whose views on any proposals that might be developed to alter the local parking regime must be carefully borne in mind;
6. Notes that the road network in St. Andrew's Park comprises a mixture of adopted and unadopted highway, which has a bearing on the type and extent of any parking management regime(s) in the area;
7. Asks officers to investigate the feasibility of employing a School Crossing Patrol Officer;
8. Asks officers to review the current land ownership on the development and if appropriate, liaises with them on the suggestion to allow parking for the school for the purpose of picking up/setting down;
9. Subject to all the above, considers asking officers to undertake further investigations, based on the testimony of the petitioners and the views of Ward Members and any other key stakeholders whose input he may wish to direct , and to then report back to him for further consideration.

Reasons for recommendations

To allow the Cabinet Member to discuss with petitioners their concerns and if appropriate add their request to the parking schemes programme.

Alternative options considered / risk management

These will be discussed with petitioners.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with more than 20 valid signatures has been submitted to the Council under the following heading: *"Change current enforcement and parking restrictions to the following proposal within the St Andrew's/Churchill Road in Uxbridge as per the attached details"*.

In an attached statement submitted with the petition the lead petitioner states *"Parking restrictions now enforced within the St Andrew's Development within Uxbridge. Predominantly for parents of John Locke Academy Students."*

The new enforcement of the double yellow lines have resulted in many parents/ carers facing huge difficulties collecting their children safely at the end of their school day. Most of the parents/ carers who use a car to drop off and collect their children do so because they live too far to, are physically unable to or practically unable to walk or get other means of public transport safely to the school. Most then leave work and drive straight back to school to pick their children up on time.

If parents/ carers do not have a safe place to park their cars whilst they collect their children from school, this will have a major impact on road safety for the children, parents and the residents. This is also causing unnecessary stress and anxiety for many families within the local Hillingdon borough and no practical solution has been provided by the council or developers who have a duty of care not only for the St Andrew's residents but also for other residents of the borough and parents of JLA ".

2. Petitioners then helpfully suggest the following solutions they would like to be considered:

"Change current enforcement and parking restrictions to the following proposal within the St Andrew's/ Churchill Road in Uxbridge:

- i) Change double yellow lines to single yellow line with time restrictions applied. One hour exemption for parking during 8.30am to 9.30am and 3pm to 4pm*
- ii) Apply operation times to current yellow lines with one hour exemption for parking during 8.30am to 9.30am and 3pm to 4pm*
- iii) Also provide lollipop personnel to increase crossing safely for all*
- iv) Use current available land within the school perimeter and local precinct until permanent solution is agreed and in place*
- v) Further information required on whom in terms of the Council and developers ownership of the local roads and land and proposed use*
- vi) Original agreement regarding school travel logistics. Proposed development within area and logistics plan and strategy to be issued to JLA parents*

Finally to allow the Cabinet Member Keith Burrows and others to discuss with petitioners their concerns and add their request to the parking schemes programme and implement proposed changes before the start of the next term in 2018.

3. The John Locke Academy is situated on Bader Way in the St Andrew's Park Development and was constructed to provide 720 school places in anticipation of the construction of approximately 1400 residential properties on the site. A plan of the area is attached as Appendix A. A separate plan at Appendix C shows the extent of highway adoption across St. Andrew's Park.
4. The Academy formed an integral part of the redevelopment of the former RAF Uxbridge site, and was predicated on the need to provide additional school places within and close to the periphery of the site, the longer-term expectation being that the catchment of the Academy would become more locally-focused over time as the development grows and families move in to it.
5. As part of the planning process for the development (Ref: 585/APP/2012/2903) the "Approval of Details" placed certain obligations on the Developer. Item 6 of this document states;

"Prior to the occupation of the development hereby approved, a School Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include as minimum:

- i) Main Objectives for the School Travel Plan, including targets to assess if the objectives have been achieved;*
- ii) Measures to reduce car dependency in line with the allocated car parking spaces at the site;*
- iii) How the use of public transport, walking and cycling will be increased;*
- iv) How road safety and personal security will be increased*

Thereafter, the travel plan shall be implemented in strict accordance with the approved details as for long as the development remains in existence.

REASON

To promote sustainable transport and reduce the impact of the development on the surrounding road network in accordance with London Plan (July 2011) Policies 6.1 and 6.3".

6. As a result of the above, a School Travel Plan for John Locke Academy was developed and approved by the Council as the Local Planning Authority. A full copy of the Travel Plan is attached as Appendix B to this report but for convenience reference two key elements from the school travel plan have been extracted below, as one directly relates to the current on-street parking arrangements and the other refers to the off-street parking/ dropping off provision:

"2.3 As part of the development proposals, 40 car parking spaces will be provided within the boundary of the site for the use of staff and visitors. In addition, a drop off/pick up area will be provided that will accommodate 48 short stay parking bays;

2.7 Parking along the highway adjacent to the school will be prohibited with the provision of Traffic Regulatory Orders including "School Keep Clear" road markings"

7. The Cabinet Member will be aware that Council's Planning Enforcement Team received complaints from local residents regarding the car park management and pick up/ drop off management at the school, and when originally received, the present petition which is before the Cabinet Member was taken up by that team as many of the matters covered were considered directly related to the Planning Process.
8. The Cabinet Member will be aware of the need to avoid himself becoming embroiled in a dialogue that could inadvertently run counter to the decisions made by the relevant Planning Committee. Consequently, following the complaints and the present petition, the Council's Planning Enforcement Officer inspected the site and witnessed the following;
 - *Vehicles driving over kerbs and across pavements in order to park on the grass verges adjacent to St Andrew's Road and Bader Way;*
 - *Dangerous vehicle manoeuvres along Bader Way; and*
 - *Illegal parking on double yellow lines*
9. Following the above, a possible 'breach of planning condition' was identified and the school was asked for further information relating to their car parking management strategy. The

required information was subsequently submitted by the school and the Council is now satisfied that the school are taking reasonable measures to effectively manage the on-site car parking arrangements. However, a major concern which still remains is that of the on-street parking situation.

10. Clearly the development at St Andrew's Park is still evolving, and there will be an inevitable increase in traffic when fully constructed and occupied. With this in mind the proposals to implement double yellow lines across the development were considered proportionate for the expected volumes of traffic movements during the planning process. Away from the main access roads, it is understood that some of the remaining roads will not be offered up for adoption and will remain private.
11. The Cabinet Member will be aware that whilst on-street parking management measures are frequently created, in consultation with local residents and with his authority, these are generally only introduced on adopted Public Highway. As noted, however, the road network within the local area at St. Andrew's Park comprises both adopted and unadopted roads.
12. The Cabinet Member will be further aware that it is not normal practice for a Council to introduce parking enforcement (such as yellow lines or parking management schemes) on roads which have not been adopted. Developers may choose not to offer up roads for adoption for many different reasons, and a consequence of this is that many modern residential developments fall all or in part outside the remit of the Council's Parking Enforcement regime and the associated contractors. The situation in the wider area near the John Locke Academy is a typical reflection of this practice.
13. The Cabinet Member and his Ward Member colleagues will be aware of wider concerns about the parking pressures being faced in certain parts of the St. Andrew's Development, and of the action taken by the Developer to introduce some limited areas of private parking enforcement on some of the roads which have not been adopted. Whilst the source of this parking problem cannot reasonably be associated with the Academy, the fact that there have been local concerns within the emerging wider St Andrew's community does make it clear that any proposals or alterations to parking controls will need to take into consideration the views of these residents.
14. To summarise the situation in terms of the subject of parking controls, the present parking arrangements are confined to the adopted roads which are designed to be the main access roads in the development. At present, the only 'private' enforcement in the area is some distance to the south of John Locke Academy, but it is conceivable that this situation may change over time.
15. The petitioners have included a request that land within the school site is investigated for possible provision of additional parking. The Cabinet Member may therefore wish to ask officers to review the current land ownership on the development and if appropriate, liaise with the school on the suggestion to allow parking for the school for the purpose of picking up/ setting down.
16. As the Cabinet Member will be aware, the Council's Road Safety and School Travel Team currently manage a team of 21 School Crossing Patrol Officers across various sites across Hillingdon. The petitioners' request for a School Crossing Patrol Officer at John Locke Academy is noted and it is therefore recommended that the Cabinet Member asks officers to

add this request to the review currently being undertaken by the team on the existing and possible new School Crossing Patrol sites.

Financial Implications

There are none associated with the recommendations to this report, however if the Council were to consider amendments to the current parking restrictions and/or the recruitment of a School Crossing Patrol Officer, funding would need to be identified from a suitable source.

4. 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 available options the Council have to address these concerns.

Consultation Carried Out or Required

If the Council were subsequently able to investigate the feasibility of amending the parking restrictions in Barder Way, a consultation will be carried out.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance note that there are no financial implications arising from the recommendations in this report.

Legal

There are no special legal implications for the proposal to informally consult residents on parking restrictions. Informally consulting residents 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.

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

If the decision maker recommends officers undertake a statutory consultation, the procedures that should be followed in this case are set out in the Road Traffic Regulation Act 1984 and The Local Authorities Traffic Orders (Procedures) (England and Wales) Regulations 1996 (SI 1996/2489).

If specific advice is required, Legal Services should be instructed.

Corporate Property and Construction

None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received

Travel Plan for The John Locke Academy