



SOUTHALL TRAFFIC CONGESTION AND PARKING PROVISION SPECIALIST SCRUTINY PANEL

Members

Cllr Rosa Popham (Chairman)
Cllr Jasbir Anand (Vice-Chairman)
Cllr Justin Anderson
Cllr Tej Ram Bagha
Cllr Wolodomyr Barchuk
Cllr Ashok Kapoor Snr
Cllr Clifford Pile
Cllr Gurcharan Singh
Cllr Manjit Singh

FINAL REPORT
May 2007

1. INTRODUCTION from the Chairman of the Panel



Panel chairman
Cllr Rosa Popham

‘This is the final report of the Southall Traffic Congestion and Parking Provision Specialist Scrutiny Panel established by Overview and Scrutiny Committee in June 2006.

The purpose of the panel was to seek realistic and effective suggestions and solutions, covering the short, medium and long term, to the longstanding traffic and parking problems afflicting Southall, concentrating particularly around the commercial areas of Uxbridge Road, South Road and King Street.

The following recommendations have been collated following suggestions made, during the panel’s work, by local residents, community and business groups, traders, local councillors and with the invaluable support of council officers. I would like to express my gratitude and thanks to everyone involved in helping to bring this panel to a successful conclusion.’

2. BACKGROUND

Southall is one of the four town centres in Ealing. Southall has two main centres of commerce – around the Uxbridge Rd (Southall Broadway) and the old Southall area around King Street. The Uxbridge Rd is a major arterial route. The problems of parking provision and traffic congestion in the area have been well documented but there have been ongoing tensions particularly around parking and it has been difficult to build consensus about the solutions.

Ealing operates within the context of the Mayor of London’s overall transport strategy. One of the key aims of the London wide strategy is to reduce dependence on the car and to increase use of public transport. The council’s Local Implementation Plan explains and develops the council’s strategy within this context. Local schemes designed to improve traffic flow may be funded locally, by Transport for London or through joint funding. Cabinet has delegated funding for some local traffic schemes to the Southall area committee.

Methodology

One of the main aims of this panel was to involve local residents and businesses in identifying solutions to the problems locally. To this end, there were articles in *Around Ealing* and local media encouraging residents to contact the council to give their proposals. A public forum was held in Southall which attracted twenty eight resident and business representatives who joined panel members in a workshop to identify solutions. Parking and transport services provided reports and commentary for the panel to consider when reaching their conclusions.

The panel decided not to invite co-optees onto the panel because of the evident difficulty of achieving balance between residents and businesses and the different areas of Southall. However, written submissions were invited and both Southall Traders Association and Southall Chamber of Commerce responded. Residents’ groups presented two petitions, mainly about the dual use CPZ scheme.

This report focuses on the findings and outcomes of the panel. The minutes of the panel meetings provide the detail of the discussions on each agenda item and they can be found at www.ealing.gov.uk/services/council/scrutiny/.

3. ISSUES AND OUTCOMES

The key expected outcomes from the panel were:

- political consensus within the council to the approach to dealing with the ongoing traffic and parking problems in the area;
- increased understanding locally of the constraints on and reasons for Ealing Council's activities in the area with respect to relieving/ improving the situation;
- short term proposals to reduce dependence on car use and increase access to public transport;
- proposals for inclusion in a strategy to reduce congestion and increase parking provision over the long term;
- recommendations to Cabinet.

The panel considered evidence under the three broad themes of parking, traffic congestion and 'related issues'.

Parking

Southall has fewer public and private parking spaces per head of population than other areas of the borough or neighbouring council i.e. Southall 686, Ealing/ West Ealing 3,129 and Hounslow 3,703. This creates tension between residents, who want parking for themselves and their visitors and businesses who want to attract customers to the area. There is potential to create over 700 additional parking spaces in the short to medium term (i.e. over 6-18 months) through a combination of dual use CPZ schemes and through negotiation with private landowners. The panel were also able to prioritise potential sites which could create additional parking in the long term subject to funding, feasibility and planning restrictions. First priority is extending provision at Herbert Road car park, followed by the land at the junction of North Road and High Street, land to the west of Shrubbery Road and then land adjacent to 58 and 78 High Street. The panel also requested that the site of a petrol station near Trinity Road (at the Hayes end of Southall Broadway) is also added to the list of potential sites for car parking.

A number of other vacant sites were identified that could be used for parking in the short term or for developing park and ride schemes subject to agreement with local landowners. However, the panel found that there was lack of clarity about where responsibility (and resources) lie within the council for identifying and negotiating on these sites and the ones identified above.

The panel accepted a proposal from the Southall Traders Association that business permits should not apply to weekend parking in Herbert Road. This will increase the available of parking for visitors at the weekend.

The panel heard that there is currently a review ongoing to identify what capacity might exist for key workers who can have difficulty in finding parking both in respect of their place of work and when out visiting service users. These organisations can purchase business permits but some are reluctant to do so.

Recommendations – parking provision

- R1. Cabinet , within six months of meeting, allocates resources for investigating the options for sites identified and considers proposals for their development.

- R2. Cabinet allocates resources for investigating the feasibility of increasing capacity at Herbert Road car park.
- R3. Cabinet identifies the service responsibility for working with businesses to seek and develop sites for parking, including park and ride schemes in the medium to long term.
- R4. Business permits not to be used in Herbert Rd car park on a Saturday or Sunday.
- R5. Widen the entrance and exit to the car park so that cars will be less likely to mount the pavement as they enter and exit the car park.
- R6. Officers complete the detailed work as soon as possible on proposals for a key worker scheme. The outcomes of this work should be clearly relayed to the relevant bodies and partners in order to facilitate understanding of the council's policy on this issue.

A specific issue of contention was in respect of a pilot dual use CPZ scheme. Local traders, acting as agents of the council, were able to buy visitors vouchers in bulk from the council at a discounted rate and then sell these vouchers to their customers at full face value who could then park in the local residential streets. Checks identified that the traders did not abuse the scheme. However, the strength of feeling locally, and the policy implications of the scheme led the panel to conclude that the existing scheme should not be continued, nor be used in other areas.

Surveys by both the council and the Southall Chamber of Commerce had identified that there was capacity for street parking. Should dual use be an option, then a different method, for example Pay and Display could be used. Income from Pay and Display could be used to increase enforcement. The panel accepted the principle of dual use. Proposals for a dual use scheme should be subject to full consultation and ward councillors should be involved.

Recommendations – parking provision

- R7. The trial of the sale of business visitor vouchers through the agency of Southall Traders Association should not be repeated.
- R8. Arrangements analogous to those used in the current scheme (CPZ L) should not be repeated elsewhere in the borough.
- R9. Where additional capacity has been identified, any alteration to hours of operation or conversion to dual use bays should be subject to consultation with residents, affected businesses and local ward councillors.
- R10. Dual use should be implemented but each scheme should be subject to consultation which also involves ward councillors.
- R11. Income from any scheme should be used to improve enforcement.

A real frustration for residents relates to enforcement, not only in the residential streets but also on the busy main roads in the area. Communication and information, including signage, was found to contribute to drivers being unsure about restrictions or parking availability. Residents provided the panel with specific examples of parking infringements. While there is some scepticism locally that enforcement is as strong in Southall as it is elsewhere in the borough, parking services were able to show that the Southall area receives proportionally more resources than other areas (20% on average) and that officers were deployed for longer hours than other areas. Street visits and PCN issue are closely monitored to ensure that all resources are effectively utilised. The panel heard about proposals to increase the deployment, within the contract, of parking attendants in the Southall beat from a total of seven currently deployed to nine and in the Old Southall beat from six enforcement officers to eleven. There is also flexibility in the contract to move enforcement officers around as circumstances require. However, to be fully effective, rapid response team mopeds and a supervisor's vehicle will be required. The total cost of the enhancements to the enforcement service is £65K per annum. An arrangement will also be made for ward councillors to have direct contact with the supervisors. However, enforcement in Southall would be more efficient and effective if there was a local base rather than the staff having to travel between Southall and Ealing for their breaks. A suitable local base would cost in the region of £20K per annum.

Officers have noted specific concerns raised and have agreed to focus additional enforcement activity in these locations including targeted removal of vehicles that continue to contravene the regulations. Tow away is not recommended in all cases of parking violation because tow away itself can increase traffic congestion.

Within the context of the Parking Plan for the borough, a strategic approach to enforcement is required which enables vigorous and consistent enforcement. A new contract and improvements to the supporting IT mean that more resources and real time information will be available to support local enforcement. Effective contract management and monitoring, communicated regularly to residents and ward councillors should identify if the current level of resources is sufficient to impact infringements locally. Specific issues noted include:

- parking offences relating to specific primary and secondary schools;
- 206-212 Beaconsfield Rd double yellow lines;
- parking on forecourts;
- consistent approach by traffic wardens to infringements.

There are currently different restrictions on Stop and Shop facilities which causes confusion. There should be standard timings.

Disabled badge holders are able to park in restricted areas without penalty. Access to Herbert Road car park can itself cause congestion locally. As a result of a site visit to the area, the panel proposes that load markings should be installed on the pavement on both sides of the road leading to the car park in order to discourage disabled badge holders from parking in these areas. They would still be able to park in the area past the entrance to the car park. This area could be designated specifically for their use. This would keep the road free of parked vehicles, allowing free flow of traffic into and out of the car park. The panel noted and supports the parking services partnership working with the police to identify and deal with lost and stolen blue badges. Traffic flow within the car park itself is also not well managed and the panel welcomed proposals to review this. The signage about tariffs in the car park also needs to be made clearer.

Recommendations – communication and enforcement

- R12. Street signage should be reviewed as soon as is operationally possible in 2007/08, using comparative information, with the intention of minimising street clutter in accordance with regulations but maximising parking opportunities.
- R13. The electronic signage system for Herbert Rd car park should be replaced and brought back into operation early in 2007/08.
- R14. There is a review of parking services communications as soon as is practically possible in 2007/08 and their mode to ensure that residents have ready access to information about parking opportunities and restrictions including registering drop kerbs for enforcement.
- R15. Monitoring information on enforcement activity by hotspots should be readily available to interested parties and be reported to every Southall Area Committee. This information to include the use of tow away as an enforcement option.
- R16. Wardens are instructed to deal with infringements in a consistent manner.
- R17. Stop and Shop timings should be standardised.
- R18. The service reviews the positioning of the HGV advisory notices and re sites if necessary.
- R19. Cabinet increases efficiency in enforcement by increasing the resources available for enforcement by establishing a suitable base in Southall.
- R20. Cabinet increases efficiency in enforcement by increasing the resources available for enforcement by purchasing additional mopeds and a supervisor's vehicle.
- R21. As soon as new powers allow, the service should start enforcing their powers with respect to parking on forecourts and should include this information in their regular report to the area committee.
- R22. Load markings should be installed on the pavement on both sides of the road leading to the car park in order to discourage disabled badge holders from parking in these areas.
- R23. Designate the area beyond the car park entrance and exit for the specific use of disabled badge holders.
- R24. Officers examine the feasibility of introducing regulations to change the exit arrangements from Herbert Rd car park so that congestion caused by a combination of cars exiting and buses stopping at a bus stop is alleviated.

Traffic congestion

Local schemes and issues - Residents proposed a number of solutions to improve traffic flow including the effectiveness of box junctions, traffic light timing, and various restrictions on left or right turns into or out of the main thoroughfares. Some of the ideas are already being addressed through local traffic schemes or reviews currently being carried out and the panel supports the ongoing work. However, some of the ideas warrant further study or ongoing liaison with Transport for London (TfL) or other organisations. Included in this is the extended pavements at the side road junctions along the Broadway which were intended to support pedestrian safety but which restrict traffic flow to one lane. As traffic along the Broadway is so slow, the panel considered that there was more benefit to removing the extended pavements. Resources for new feasibility studies are limited, especially in 2007/08 because the budgets have already been allocated.

Proposals were also made to change the bus lanes, their position and hours of operation, particularly the two lanes on South Road. There is a commitment in the council's manifesto delivery plan to carry out a major review of bus lanes in 2008/09 but the detail of this review has yet to be finalised and will depend on resource allocation. The bus lane opposite Southall station is not on a strategic road network. Should the council decide to make changes to this bus lane it would, however, have to consult TfL. The panel's views about the specific bus lanes will be forwarded to ensure that they are addressed in the review should it proceed.

Some areas are specific congestion 'hotspots'. However, these areas come under the remit of Transport for London (e.g. Western Avenue, Montague Way). The chairman and vice-chairman of the panel will be meeting with TfL in an effort to break the deadlock at Montague Way.

Recommendations – local traffic schemes and issues

- R25. With respect to the Hayes end, Cabinet should lobby both Hounslow Council and TfL to improve traffic flow at the Hayes roundabout and the junction of the A312 and Hayes Road.
- R26. The chairman and vice-chairman of the panel submit any possible recommendations arising from their meeting with TfL to OSC for submission to Cabinet.
- R27. Cabinet should refer to Southall area committee for funding, the installation of a signal controlled pelican crossing at the Norwood Green/Norwood Rd junction.
- R28. A review of traffic light timings should be included in the local traffic study.
- R29. Officers investigate and implement if feasible:
- a right turn ban out of the Iceland car park on South Road; and
 - road marking show a lane for a right from Uxbridge Road into North Road.
- R30. The two bus lanes on South Road are included at an early date in the review of bus lanes identified in the corporate plan.

Major schemes - There are some major long term schemes either in feasibility study or as part of ongoing regeneration work in Southall which will impact traffic locally. Firstly, the Southall gas works development site was specifically excluded from the scope of this review although short term proposals for the use of the land for e.g. a park and ride scheme, pending the redevelopment have been included. The other major infrastructure development is the Gateway Link Road scheme. This is a long term multi agency project which the panel has limited capacity to influence at this stage. However, the panel recognises the importance of the project locally and supports ongoing work on the scheme.

As part of the Crossrail scheme, and in conjunction with the gas works development, there may be scope not only to re site the entrance to Southall rail station, but also to develop a bus/rail interchange. Here again the panel is limited in its scope to influence long term outcomes. However, the outcome of these schemes will be crucial to Southall and the panel stressed the importance of the council lobbying the relevant agencies to secure good outcomes for Southall.

Recommendation – major schemes

R31. Council should lobby the relevant agencies (e.g. Crossrail, TfL) to secure good outcomes for Southall.

R32. That officers investigate further and incorporate into the Gateway Link Road modelling the areas of Windmill Lane/ Armstrong Way and Heston through to Hanwell (Three Bridges junction).

Related issues

Travel demand management can impact traffic locally. The panel heard that local travel demand management can contribute to reduction of congestion by encouraging more efficient travel modes and transport operation. The panel considered that school and business travel planning should be promoted and that individual travel planning should be investigated.

Council activity

There are specific areas in Southall where the streets are so narrow that large vehicles, including the council's waste management vehicles, have difficulty in manoeuvring. There are smaller waste management vehicles which should be used in these areas. Although generally, waste vehicles do not contribute significantly to congestion locally, there remain specific problem sites.

Cycling

The Corporate Plan identifies the promotion and support for cycling as a priority in the three years 2007 – 2010. Cycling in Southall is dangerous and not helped by recently installed parking bays and the loading arrangements.

Southall Broadway is in the London Cycling Network + (LCN+) which is a network of high priority cycle routes. There is currently a programme to widen cycle lanes to the LCN+ standard of 1.5m where possible. However, in Lady Margaret Road this would require taking some of the footpath. The panel supports the ongoing work at McDonalds which will improve safety for cyclists and recommends that there should be improvements to both the cycling infrastructure and cycling promotion in Southall as a

contribution to travel demand management.

Recommendations – related issues

Council activity

R33. ECT is asked to identify the particular areas that cause a problem for waste collection vehicles so that appropriate action can be taken.

Cycling

R34. Improve safety for cyclists by providing consistency on loading arrangements along the cycling network corridor, comparing with practice in Acton.

R35. The council should promote cycle support packages for residents.

Travel demand management

R36. Southall Area Committee should fully support the promotion of the school travel programme. In particular where schemes (e.g. Zebra crossings) are proposed to ensure safety on the school run and encourage walking, the Area Committee should give consideration of the broader benefits to the community that the scheme can generate.

R37. A Southall School Travel Plan working group should be established to gather all Southall School Travel Plan coordinators to discuss initiatives, successes and challenges including a possible incentive scheme (e.g. a competition) which will ensure long term and authentic engagement in the School Travel Plan programme.

R38. Workplace travel plans should be included in development proposals in Southall and work should be carried out with existing work places to establish voluntary travel plans.

R39. Councillors who are school governors should promote school travel planning in their Governing bodies.

R40. The council investigates the possibility of establishing personalized travel planning to households in Southall.

R41. The council should investigate the introduction and promotion of the use of car clubs in Southall.

4. KEY LEARNING POINTS

All panels are asked at their last meeting to identify what panel members and participating officers have learnt about effective scrutiny, i.e. in considering the way the panel was set up and operated:

What worked well:

- holding the public forum in Southall ensured a good turnout;
- positive encouragement and publicity from the panel led to useful suggestions from both business and residents;
- officer participation and advice to the panel.

What did not work well:

- The panel were unable to dispel the suspicions of some of the local residents about the panels objectivity.

How might the work have been done more effectively?

- The service support to scrutiny panels is not adequately resourced and is carried out over and above allocated activities.

What advice can be given to future Scrutiny Panels?

- Panels examining local issues could hold all meetings locally and use local publicity to encourage involvement.

5. ATTENDANCE

Panel Member	Maximum possible	Attendance	Apologies
Cllr Rosa Popham	5	5	-
Cllr Jasbir Anand	5	4	1 (sub)
Cllr Justin Anderson	5	1	3
Cllr Tej Ram Bagha	5	5	-
Cllr Wolodymyr Barczuk	5	4	1
Cllr Manjit Singh	5	4	1 (sub)
Cllr Ashok Kapoor Snr	5	5	-
Cllr Clifford Pile	5	4	1 sub
Cllr Gurcharan Singh	5	5	-

6. BACKGROUND PAPERS

Minutes and reports of the Southall Traffic Congestion and Parking Provision Panel, available at www.ealing.gov.uk/services/council/scrutiny/.

TABLE OF Recommendations

PANEL RECOMMENDATION		SERVICE OFFICER COMMENTS (including any resource and legal implications)	CABINET RESPONSE (1 st May 2007)
Parking Provision The council can use its legal powers as the traffic and highway authority to implement any of the proposals in this table unless stated otherwise under relevant items.			
R1.	Cabinet, within six months of meeting, allocates resources to investigating the options for sites identified and considers proposals for their development.	Additional staff capacity in Economic development service is required to negotiate with landlords for their sites to be used for short-term public parking. Estimated cost - £25k for feasibility/negotiations	Accepted for inclusion in budget proposals 08/09
R2.	Cabinet allocates resources for investigating the feasibility of increasing capacity at Herbert Road car park	This would require a full structural review, design (if feasible), planning application. Initial resources involve appointing Property Consultants to manage the project. Estimated feasibility cost £25 –50K	Accepted for inclusion in budget proposals 08/09
R3.	Cabinet identifies the service responsibility for working with businesses to identify and develop sites for parking, including park and ride schemes in the medium to long term.	It is a Cabinet decision to give priority to this area of work. A small privately run park & ride trial was abandoned. There would need to be a wider search for suitable sites and investigation of bus operations. Estimated feasibility cost £20K. to be confirmed	Accepted for inclusion in budget proposals 08/09
R4.	Business permits not to be used in Herbert Rd car park on a Saturday or Sunday.	This requires an amendment to the TMO and could be introduced upon expiry of existing permits.	Deferred
R5.	Widen the entrance and exit to the car park so that cars will be less likely to mount the pavement as they enter and exit the car park.	The car park is managed by the Council's Parking Service and the entrance has been designed to national standards. The request to widen the entrance will need investigation to determine the exact nature, cost of the proposal. Site visit to be arranged this month to carry out an initial assessment. Funding bid (estimated cost £3K) to Southall Area Committee in 07/08 to carry out a full feasibility and design.	Accepted for inclusion in budget proposals 08/09. Subject to Southall Area Committee committing the funds.

PANEL RECOMMENDATION		SERVICE OFFICER COMMENTS (including any resource and legal implications)	CABINET RESPONSE (1st May 2007)
R6	Officers complete the detailed work as soon as possible on proposals for a key worker scheme. The outcomes of this work should be clearly relayed to the relevant bodies and partners in order to facilitate understanding of the council's policy on this issue.	There are plans to review the options for a permit for specific users delivering services to residents. There are already Service Vouchers that can be purchased by these categories of workers but a more user friendly solution is being considered. This will be resourced and progressed during 2007/8	Accepted
R7	The trial of the sale of business visitor vouchers through the agency of Southall Traders Association should not be repeated.	Agreed	Accepted. However, officers requested to look at alternatives and report back to a future meeting of Cabinet.
R8	Arrangements analogous to those used in the current scheme (CPZ L) should not be repeated elsewhere in the borough	Agreed	Accepted
R9	Where additional capacity has been identified, any alteration to hours of operation or conversion to dual use bays should be subject to consultation with residents, affected businesses and local ward councillors.	All variations to existing schemes are carried out in accordance with the statutory process governing highways regulations. Where necessary, this includes public consultation and the Council has a policy of ensuring that Area Committees are fully engaged in this process.	Accepted
R10	Dual use should be implemented but each scheme should be subject to consultation which also involves ward councillors.	Agreed	Accepted
R11	Income from any scheme should be used to improve enforcement or to increase parking capacity.	Income from on-street pay and display is credited to the Parking Places Revenue Account which is a ring-fenced account used solely for traffic, transport, highways and enforcement activities.	Accepted

PANEL RECOMMENDATION		SERVICE OFFICER COMMENTS (including any resource and legal implications)	CABINET RESPONSE (1 st May 2007)
Communication and Enforcement			
R12	Street signage should be reviewed, as soon as is operationally possible in 2007/08 using comparative information, with the intention of minimising street clutter in accordance with regulations but maximising parking opportunities	Item was included in last round of potential schemes to be considered for funding (£3,000) by Southall Area Committee for this. Bid will be resubmitted to the Area Committee in June to carry out the review. It is estimated that it would cost £150 per site to treat.	Accepted for inclusion in budget proposals 08/09 Subject to Southall Area Committee committing the funds.
R13	The electronic signage system for Herbert Rd car park should be replaced and brought back into operation early in 2007/08	New system needed at a cost of £25k.	Accepted for inclusion in budget proposals 08/09 (capital bid)
R14	There is a review of parking services communications and their mode as soon as is operationally possible in 2007/08 to ensure that residents have ready access to information about parking opportunities and restrictions including registering drop kerbs for enforcement.	Parking Services with Street Environment are reviewing methods of providing information regarding services and this will be implemented in 07/08.	Accepted
R15	Monitoring information on enforcement activity by hotspots is readily available to interested parties and is reported to every Southall Area Committee. This information to include the use of tow away as an enforcement option.	A review of the current information and proposals for improvement will be resourced and carried out in 07/08	Accepted
R16	Wardens are instructed to deal with infringements in a consistent manner	Already in place but will be reiterated.	Noted
R17	Stop and Shop timings should be standardised	Reducing confusion through different timings needs to be balanced with traders needs for shorter or longer hours. Hours need to be treated on merits of case.	Accepted

PANEL RECOMMENDATION		SERVICE OFFICER COMMENTS (including any resource and legal implications)	CABINET RESPONSE (1st May 2007)
R18	The service reviews the positioning of the HGV advisory notices and re-sites them if necessary.	An area wide HGV study was completed in 2005 but due to funding constraints we were unable to implement all the proposals. A bid (£30K) will be submitted to TfL in the next round in June 2007 to implement the outstanding measures and to undertake a full review of the scheme, including the positioning of HGV advisory signs. In the meantime, specific problem spots brought to officers attention can be investigated and prioritised.	Accepted for inclusion in budget proposals 08/09
R19	Cabinet increases the efficiency in enforcement by increasing the resources available for by establishing a suitable base in Southall	A reduction in travel time for staff taking breaks will improve efficiency. Cost per annum of a local site - £20K	Accepted for inclusion in budget proposals 08/09. Supporting information will seek to provide evidence that investment will result in demonstrable improvements in service delivery.

PANEL RECOMMENDATION		SERVICE OFFICER COMMENTS (including any resource and legal implications)	CABINET RESPONSE (1st May 2007)
R20	Cabinet increases the efficiency in enforcement by increasing the resources available by acquiring additional mopeds and supervisor vehicle	Additional QRTs and supervisor's vehicle will cost £65K per annum but this will also improve efficiency and effectiveness	Accepted for inclusion in budget proposals 08/09. Supporting information will seek to provide evidence that investment will result in demonstrable improvements in service delivery.
R21	As soon as new powers allow, the service should start enforcing their powers with respect to parking on forecourts and should include this information in their regular report to the area committee.	This will be implemented as soon as the expected regulations from the current London Local Authorities Bill are in place. If enacted this would allow enforcement where vehicles illegally cross the kerb to access forecourts.	Accepted
R22	Load markings should be installed on the pavement on both sides of the road leading to the car park in order to discourage disabled badge holders from parking in these areas.	To be added to list of requests to be investigated as part of our "smaller scales schemes" programme managed by the CPZ and Parking Team. Could be funded from the Council's Parking Account, subject to cabinet approval of budget, and progressed if prioritised in the next financial year.	Accepted for inclusion in budget proposals 08/09
R23	Designate the area beyond the car park entrance and exit for the specific use of disabled badge holders.	A review of the parking regulations in Herbert Road will be undertaken in 07/08	Accepted

PANEL RECOMMENDATION		SERVICE OFFICER COMMENTS (including any resource and legal implications)	CABINET RESPONSE (1st May 2007)
R24	Officers examine the feasibility of introducing regulations to change the exit arrangements from Herbert Rd car park so that congestion caused by a combination of cars exiting and a buses stopping at a bus stop is alleviated.	Agree, subject to feasibility funding being secured. Preliminary site visit to be carried out by officers next month prior to prepare brief for consultants. Initial sum of £2,000 is required to commission Consultants to undertake a full site investigation, preliminary design and cost estimate. This would help officers to explore internal and external funding options.	Accepted for inclusion in budget proposals 08/09. Subject to Southall Area Committee committing the funds.
Local traffic schemes and issues			
R25	With respect to the Hayes end, Cabinet should lobby both Hounslow Council and TfL to improve traffic flow at the Hayes roundabout and the junction of the A312 and Hayes Road	The issue will be raised again with Hounslow at future cross borough meetings for consideration. It is worth noting that Hounslow will have its own priorities.	Accepted
R26	That the Chair and vice chair submit any possible recommendations arising from their meeting with TfL to OSC for submission to cabinet.	Agreed	Accepted
R27	Cabinet should refer to Southall area committee for funding the installation of a signal controlled pelican crossing at the Norwood Green/Norwood Rd junction.	A bid can be presented to Southall Area Committee for funding in 07/08 to carry out a full pedestrian crossing assessment and if feasible a preliminary design. The cost of the feasibility study is £5000	Accepted Subject to Southall Area Committee committing the funds
R28	A review of traffic light timings is included in the Local traffic study	The Southall Traffic Study highlighted key signal junctions where there is congestion. Final report is expected in June 07. Detailed feasibility studies could be undertaken at congestion hot spots subject to funding (£5-10k per site) and availability of capacity at TfL's Signals Unit. The work will be prioritised on a case by case basis.	Accepted for inclusion in budget proposals 08/09 Subject to Southall Area Committee committing the funds.

PANEL RECOMMENDATION		SERVICE OFFICER COMMENTS (including any resource and legal implications)	CABINET RESPONSE (1st May 2007)
R29	Officers investigate and implement if feasible: <ul style="list-style-type: none"> • a right turn ban out of the Iceland car park on South Road and • road marking show a lane for a right turn from Uxbridge Road into North Road. 	Study of congestion along the 120 bus route, that includes this location, under way. Officers to investigate feasibility of right turn lane. If feasible funding would be required for design and implementation from the minor traffic schemes budget or other source. Feasibility will be completed by June 2007	Accepted Accepted for inclusion in budget proposals 08/09. Subject to Southall Area Committee committing the funds.
R30	The two bus lanes on South Road are included at an early date in the review of bus lanes identified in the corporate plan.	Both bus lanes are covered by current bus priority studies. Modifications are expected to be identified in the case of the southbound bus lane (in the northern section of the road) but there is likely to be less scope with the bus lane past the station. – to be confirmed	Accepted for inclusion in budget proposals 08/09
Major schemes			
R31	Council should lobby the relevant agencies (e.g. Crossrail, TfL and SGW developers) to secure good outcomes for Southall.	The Council should apply its policies and criteria to meet its objectives. The council supports Crossrail and petitioned to facilitate a more acceptable scheme.	Noted
R32	That officers investigate further and incorporate into the Gateway Link Road modelling the areas of Windmill Lane/ Armstrong Way and Heston through to Hanwell (Three Bridges junction).	Agree subject to securing further funding in 2007/8 and continued access to the TfL traffic model covering the area	Accepted for inclusion in budget proposals 08/09

PANEL RECOMMENDATION		SERVICE OFFICER COMMENTS (including any resource and legal implications)	CABINET RESPONSE (1st May 2007)
Related issues			
R33	ECT is asked to identify the particular areas which cause a problem for waste vehicles so that appropriate action can be taken.	The recommendation referred to the production of a list of access hotspots and details of the vehicles used to service these areas. Servicing these roads is a contract requirement. There are no legal, financial implications.	Accepted
R34	Cycling – Improve safety for cyclists by providing consistency on loading arrangements along the cycling network corridor, comparing with practice in Acton.	Officers could seek funding for a feasibility and consultation exercise from TfL's LCN+ programme. There is a balance to be set between local traders needs and safer cycling.	Noted
R35	The council should support cycle support packages for residents	This can be done as part of an existing programme but is subject to the availability of funding.	Accepted
R36	Southall Area Committee should fully support the promotion of the school travel programme. In particular where schemes (eg. Zebra crossing) are proposed to ensure safety on the school run and encourage walking, the Area Committee should give consideration to the broader benefits to the community that the scheme can generate.	The council's objective is to have a school travel in every school as soon as possible. The school travel plan is designed to identify all necessary measures to encourage children to walk, cycle and use public transport to get to school.	Accepted
R37	A Southall School Travel Plan working group should be established to gather all Southall School Travel Plan coordinators to discuss initiatives, successes and challenges including a possible incentive scheme (e.g. a competition) which will ensure long term and authentic engagement in the School Travel Plan programme.	This proposal is welcomed and can easily be facilitated with existing resources (subject to the continued funding of school travel plan co-ordinator posts).	Accepted

PANEL RECOMMENDATION		SERVICE OFFICER COMMENTS (including any resource and legal implications)	CABINET RESPONSE (1st May 2007)
R38	Workplace travel plans should be included in development proposals in Southall and work should be carried out with existing work places to establish voluntary travel plans.	Transport for London has just set up 'Enterprise,' to provide resources and support for SMEs wishing to adopt travel plans.	Accepted
R39	Councillors who are school governors should Promote school travel planning in their Governing bodies.	This proposal is welcomed.	Accepted
R40	The council investigates the possibility of establishing personalized travel planning to households in Southall.	Personalised travel planning is expensive and resource intensive and further funding would need to be identified to take this forward.	Accepted for inclusion in budget proposals 08/09
R41	The council should investigate the introduction and promotion of the use of car clubs in Southall.	Car clubs are run on a commercial basis and the council can only encourage car club companies to locate in Southall, and will do so.	Accepted for inclusion in budget proposals 08/09