



**OFFICIAL DECISION NOTICE PUBLISHED BY
DEMOCRATIC SERVICES ON 14 MAY 2021**

The Leader of the Council and the Cabinet Member for Public Safety and Transport has made the following decision today:

<p>1.</p>	<p>LEADER OF THE COUNCIL AND THE CABINET MEMBER FOR PUBLIC SAFETY AND TRANSPORT</p> <p>LONDON BOROUGH OF HILLINGDON RE-JOINING THE LONDON LORRY CONTROL SCHEME</p> <p>DECISION:</p> <p>That the Leader of the Council and the Cabinet Member for Public Safety and Transport:</p> <ol style="list-style-type: none">1) Revoked the decision made on 13 February 2001 for the London Borough of Hillingdon not to be part of the London Lorry Control Scheme and agreed to now formally participate in the scheme to facilitate enforcement of Heavy Goods Vehicles (HGVs) on the Hillingdon road network;2) Requested that the Chief Executive delegates the necessary authority on behalf of the London Borough of Hillingdon to the London Councils Transport and Environment Committee (TEC) to give effect to this;3) Requested Council Officers to work with London Councils to ensure appropriate signage is provided on the local highway network to denote the London Lorry Control Scheme; and4) Were mindful of the changes in travel patterns and heavy goods vehicle logistics in the twenty years since the Council formally left the scheme and asked officers to work with their counterparts at London Councils to establish if revisions may be needed to the LLCS 'Excluded Route Network' from a local perspective, then to report their findings back to the Cabinet Member for Public Safety and Transport. <p>REASONS FOR THE DECISIONS MADE</p> <p>In re-joining the London Lorry Control Scheme, enforcement will be undertaken on larger vehicles not using prescribed and direct routes to and from their destination. This will result in penalty charge notices</p>	<p><i>Perry Scott, Director of Infrastructure, Procurement, Business Improvement, Communications, Waste Services and ICT</i></p> <p><i>Sophie Wilmot, Residents Services</i></p>
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	<p>being issued to vehicles who use short cuts / rat runs on residential roads which has a negative impact on residents living in these areas, particularly with regard to noise pollution. This will improve quality of life for residents and reduce the number of complaints received by the Council in regard to HGVs using unsuitable residential roads.</p> <p>ALTERNATIVES CONSIDERED AND REJECTED</p> <p>The Cabinet Members could have chosen not to revoke the previous decision made and for the London Borough of Hillingdon not to re-join the London Lorry Control Scheme at this time. This would result in no enforcement action occurring on HGVs using residential roads around the Borough.</p> <p>FURTHER INFORMATION</p> <p><i>The detailed report relating to this decision is available to view here.</i></p>	
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DECISION AUTHORITY & IMPLEMENTATION

Where required, these decisions have been taken under The Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012.

These decisions, unless called in, will come into effect from 5pm on Friday 21 May 2021.

This is the formal notice by the Council of the above decisions. If you would like more information on any of the decisions, please contact Democratic Services on 01895 250636. The right hand column indicates the name of the officer(s) responsible for implementing / following up the decision in each case. Circulation of this decisions sheet is to a variety of people including Members of the Council, Corporate Directors, Officers, Group Secretariats and the Public.