



Democratic Services

Location: Phase II
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**To: COUNCILLOR IAN EDWARDS
LEADER OF THE COUNCIL**

**COUNCILLOR JOHN RILEY
CABINET MEMBER FOR PUBLIC SAFETY AND
TRANSPORT**

c.c. All Members of Executive Scrutiny Committee
c.c. Perry Scott, Director of Infrastructure,
Procurement, Business Improvement,
Communications, Waste Services & ICT
c.c. Chairman of the Residents, Education and
Environmental Services Policy Overview Committee
c.c. Sophie Wilmot, Residents Services
c.c. Conservative and Labour Group Offices
(inspection copy)

Date: 27 April 2021

Non-Key Decision request

Form D

LONDON BOROUGH OF HILLINGDON RE-JOINING THE LONDON LORRY CONTROL SCHEME

Dear Cabinet Member

Attached is a report requesting that a decision be made by you as an individual Cabinet Member. Democratic Services confirm that this is not a key decision, as such the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 notice period does not apply.

You should take a decision **on or after Wednesday 5 May 2021** in order to meet Constitutional requirements about publication of decisions that are to be made. You may wish to discuss the report with the Corporate Director before it is made. Please indicate your decision on the duplicate memo supplied, and return it to me when you have made your decision. I will then arrange for the formal notice of decision to be published.

Steve Clarke
Democratic Services Officer

Title of Report: London Borough of Hillingdon Re-Joining the London Lorry Control Scheme

Decision made:

Reasons for your decision: (e.g. as stated in report)

Alternatives considered and rejected: (e.g. as stated in report)

SignedDate.....

Leader of the Council / Cabinet Member for Public Safety and Transport

LONDON BOROUGH OF HILLINGDON RE-JOINING THE LONDON LORRY CONTROL SCHEME

Cabinet Member(s)	Councillor Ian Edwards Councillor John Riley
Cabinet Portfolio(s)	Leader of the Council Cabinet Member for Public Safety and Transport
Officer Contact(s)	Sophie Wilmot, Residents Services
Papers with report	None

HEADLINES

Summary	The report sets out details of the London Control Scheme across London and the history to Hillingdon's membership of the scheme. The report also sets out details of how the Council can re-join the scheme to benefit residents around the Borough.
Putting our Residents First	This report supports the following Council objectives of: <i>Our People and Our Built Environment</i> .
Financial Cost	Membership to the London Lorry Control Scheme is now free for London boroughs. The costs associated with the scheme such as enforcement and signage requirements are covered by the penalty charges.
Relevant Policy Overview Committee	Residents, Education & Environmental Services Policy Overview Committee
Relevant Ward(s)	All

RECOMMENDATIONS

That the Leader of the Council and the Cabinet Member for Public Safety and Transport:

- 1) Revoke the decision made on 13 February 2001 for the London Borough of Hillingdon not to be part of the London Lorry Control Scheme and agree to now formally participate in the scheme to facilitate enforcement of Heavy Goods Vehicles (HGVs) on the Hillingdon road network;

- 2) **Request 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) **Request 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; and**
- 4) **Be mindful of the changes in travel patterns and heavy goods vehicle logistics in the twenty years since the Council formally left the scheme and ask 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.**

Reasons for recommendations

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 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.

Alternative options considered / risk management

The Cabinet Member may wish to instruct Officers 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.

Democratic compliance / previous authority

Previous agreement was given by the Council on 13 February 2001 to remove itself from the London Lorry Control Scheme. This was reviewed by the then Cabinet Member for Planning & Transportation on 17 February 2003 and the decision made was not to re-join the scheme, as it was considered that it continued to offer little value against the cost.

The Chief Executive has the necessary constitutional authority to formally authorise the transfer and delegation of such non-executive powers from the London Borough of Hillingdon to London Councils Transport and Environment Committee. This is subject to the endorsement of the Leader/Cabinet Member should they decide to agree the recommendations of this report.

Policy Overview Committee comments

None at this stage.

SUPPORTING INFORMATION

1. The Greater London (Restriction of Goods Vehicles) Traffic Order for the London Lorry Control Scheme is designed to regulate the movement of heavy goods vehicles over 18 tonnes maximum gross weight on weekdays between 9pm and 7am and weekends from 1pm Saturday to 7am on Monday. The Traffic Order is designed to ensure that goods vehicles over 18 tonnes cannot use those roads controlled by the Order during these times without prior permission. The aim is to help minimise noise pollution in residential areas during unsocial hours.
2. The Order also specifies a network of roads, usually main roads and access roads to industrial estates that are excluded from the Order, known as the 'Excluded Route Network' (ERN). During the prescribed hours goods vehicles with prior permission must travel along the ERN to the closest point to their destination then follow the shortest route along non-ERN roads. Hauliers without permission cannot use non-ERN roads at all. Decriminalised enforcement started in April 2004 and under the civil regime scheme, offenders receive a Penalty Charge Notice (PCN).
3. The Order, as written, applies in 32 London boroughs, however Barnet was never part of the original Order (but has decided to join) whilst Hillingdon, Havering and Redbridge are covered by parts of the Order but at present do not participate in the scheme. Under the London Lorry Control Scheme, those boroughs who subscribe to it allow London Councils to manage the Order; for this service boroughs have previously paid London Councils an annual fee calculated on a pro rata basis. As noted, Hillingdon is not currently a member of the scheme.
4. As the London Borough of Hillingdon is not a member this creates enforcement issues due to the Council not having details of those vehicles with permission to use non-ERN roads across Greater London. Without this information the Council is unable to enforce the Order itself since it cannot distinguish between vehicles with and without permission to use non-ERN roads.
5. The Council was initially a member of the scheme but the then 'Transportation Sub-Committee' took the decision on 13 November 2001 to leave, as it was dissatisfied with the level of service at the time, in particular the management of the lorry ban and the value for money received by Hillingdon, especially as the levels of enforcement in the Borough appeared to be low, with activity heavily concentrated within boroughs further inside the GLA boundary. The Cabinet Member for Planning and Transportation at the time reviewed this decision on 17 February 2003 and decided that the circumstances had not materially improved, and so resolved to remain withdrawn from the scheme.
6. Subsequently at the end of 2011, an electronic petition with 49 signatures and a paper petition with 30 further signatures (79 in total) were submitted to the Council under the following terms:

'We the undersigned petition the council to implement effective enforcement arrangements to secure compliance with the London Lorry Control Scheme that places restrictions on the movement of Heavy Goods Vehicles (over 18 tonnes) during the hours of 9pm - 7am on the majority of residential roads in the Borough.'

This petition was heard by the then Cabinet Member for Planning, Transportation and Recycling on 18 April 2012, at which the Cabinet Member remained unconvinced of any significant improvement in value for money received by the Council in return for its investment. Nevertheless, he instructed officers to make further enquiries and it was subsequently established that at the time, five officers covered the whole of London and there was still a cost to participate. Consequently, Hillingdon did not re-join the scheme at that stage.

7. London Councils has recently re-engaged with all London Boroughs in the wake of a request by Central Government and the Freight Transport Association to temporarily suspend enforcement of the scheme in the early stages of the Covid-19 pandemic. The scheme was duly suspended.
8. This fresh dialogue included an update on the better technology (with an ANPR system being trialled for later roll-out) and notification to the Council that membership of the London Lorry Control Scheme is now free of charge. London Councils has therefore invited the Council to reconsider becoming a member. All costs are now covered by enforcement activity; the Penalty Charge Notices are a PCN fine of £275 discounted or £550 to the operator, and PCN fine £65 discounted or £130 to the driver.
9. In order for Hillingdon to re-join the London Lorry Control Scheme, the Council needs to resolve to delegate its functions of implementing and enforcing 'the Ban' to the London Councils Transport and Environment Committee (TEC) under the delegation powers in section 101 of the Local Government Act 1972. TEC would then resolve to accept the delegation. Transport for London roads within the Borough are already subject to a similar delegation from TfL.
10. On re-joining the scheme, Hillingdon could look to participate in a review of the Excluded Road Network (ERN) and Restricted Roads. The Restricted Roads included in the GLC Restriction of Goods Vehicles Traffic Order 1985 within or abutting the London Borough of Hillingdon (18t MGW Weight Limit) is currently as listed below. A map of the scheme is provided in Appendix A:
 - Airport Way (A3113).
 - Bath Road (B378) (From Stanwell Moor road to the Greater London boundary).
 - Bath Road / Colnbrook By-Pass (A4) (From the Greater London boundary to the boundary of the London Borough of Hounslow).
 - Bilton Way
 - Chester Way (This road either no longer exists or was added to the Order by the Greater London Council in error)
 - Great South West Road (A30) (Between the northern and southern boundary of the London Borough of Hounslow).
 - Horton Bridge Road
 - Horton Road (From Horton Bridge Road to Stockley road).
 - Moorhall Road.
 - Northwood Road (From Shrubbs Road to White Hill).
 - Pasadena Close.

- Pump Lane (From Coldharbour Lane to The Parkway (A312)).
 - Shrubbs Road.
 - Silverdale Road.
 - Stanwell Moor Road (From the Colnbrook By-pass (A4) to the Greater London boundary).
 - Stockley Road (From Horton Road to Cherry Lane Roundabout).
 - The Parkway (A312).
 - Western Avenue (A40). This extends from the Greater London boundary to the boundary of the London Borough of Ealing and includes all slip roads and the two-way section at the top of the slip road by the former Master Brewer site.
11. Clearly in the period since the scheme first came into existence, and especially in the period following the Borough's secession in 2001, there have been some modest changes to the local highway network. London Councils has undertaken work with officers to review the precise detail of the network if and when the principle has been agreed; any alterations that result would go through a normal Traffic Management Order revision process.
12. Furthermore, as part of re-joining the scheme, there clearly may need to be some review of warning signage, the reasonable costs of this to be borne by London Councils under the remit of the scheme itself. There would clearly need to be further work on this signage assessment, and officers have stressed to London Councils that should there be in principle support for the scheme, then the Council would also expect the extent of this signage (locations, frequency, size, potential conflict with other signs) to be kept to the absolute minimum.
13. London Councils' officers have noted and accepted these concerns but have highlighted the fact that the need for side-road signage will in any case be limited, as a simple consequence of the size of goods vehicles of more than 18 tonnes, and the likelihood that many side roads would not be large enough to carry them in any case. Notwithstanding this, officers would wish to work jointly with London Councils and be in a position to present any ERN revisions and associated signage proposals to Members, or to delegate this role to a Chief Officer.
14. The London Borough of Hillingdon re-joining the London Lorry Control Scheme means enforcement will be undertaken on larger vehicles not using prescribed and direct routes to and from their destination. This will result in enforcement action being undertaken on the vehicles who use short cuts / rat runs on residential roads which has a negative impact on residents living on these. This will improve quality of life for Hillingdon residents and reduce the number of complaints received by the Council in regard to HGVs using unsuitable residential roads.
15. In order for Hillingdon to re-join the scheme the previous decision not to be part of the scheme made in 2003 needs to be revoked and instruction to re-join the scheme given to Officers. This has been set out as the first recommendation of this report. The Chief Executive of the Council can then provide written confirmation to the London Councils Transport and Environment Committee that Hillingdon wish to re-join the scheme and at the same time delegate the necessary authority to London Councils to take enforcement action under the London Lorry Control Scheme. London Councils will provide the necessary paperwork to delegate powers

once approved by the Leader and Cabinet Member. Officers will arrange for these to be signed, returned and recorded by Democratic Services.

Financial Implications

There are no direct financial implications associated with the recommendations to this report. Membership to the London Lorry Control Scheme is now free for London boroughs. The costs associated with the scheme such as enforcement and signage requirements are funded by the penalty charges issued to offending vehicles; the organisation and administration of which is managed by London Councils. Existing staff resources within Transport, Aviation & Town Centre Initiatives will undertake partnership working with London Councils.

RESIDENT BENEFIT & CONSULTATION

The benefit or impact upon Hillingdon residents, service users and communities

In recent years there have been increasing pressures on the Council's Highways Network from ever larger and more frequent goods vehicles, and correspondence from residents concerned at the noise nuisance; this is likely to be a continuing trend with the growth of home deliveries. The Council re-joining the scheme will improve the lives of Hillingdon residents as HGV movements can be controlled.

Consultation carried out or required

No consultation is required as part of the recommendations set out in this report.

CORPORATE CONSIDERATIONS

Corporate Finance

Corporate Finance has reviewed this report and concurs with the financial implications set out above, noting that the costs of the scheme are covered by penalty charge income managed by London Councils.

Legal

The Borough Solicitor this confirms that the legal implications are included in the body of the report.

Infrastructure / Asset Management

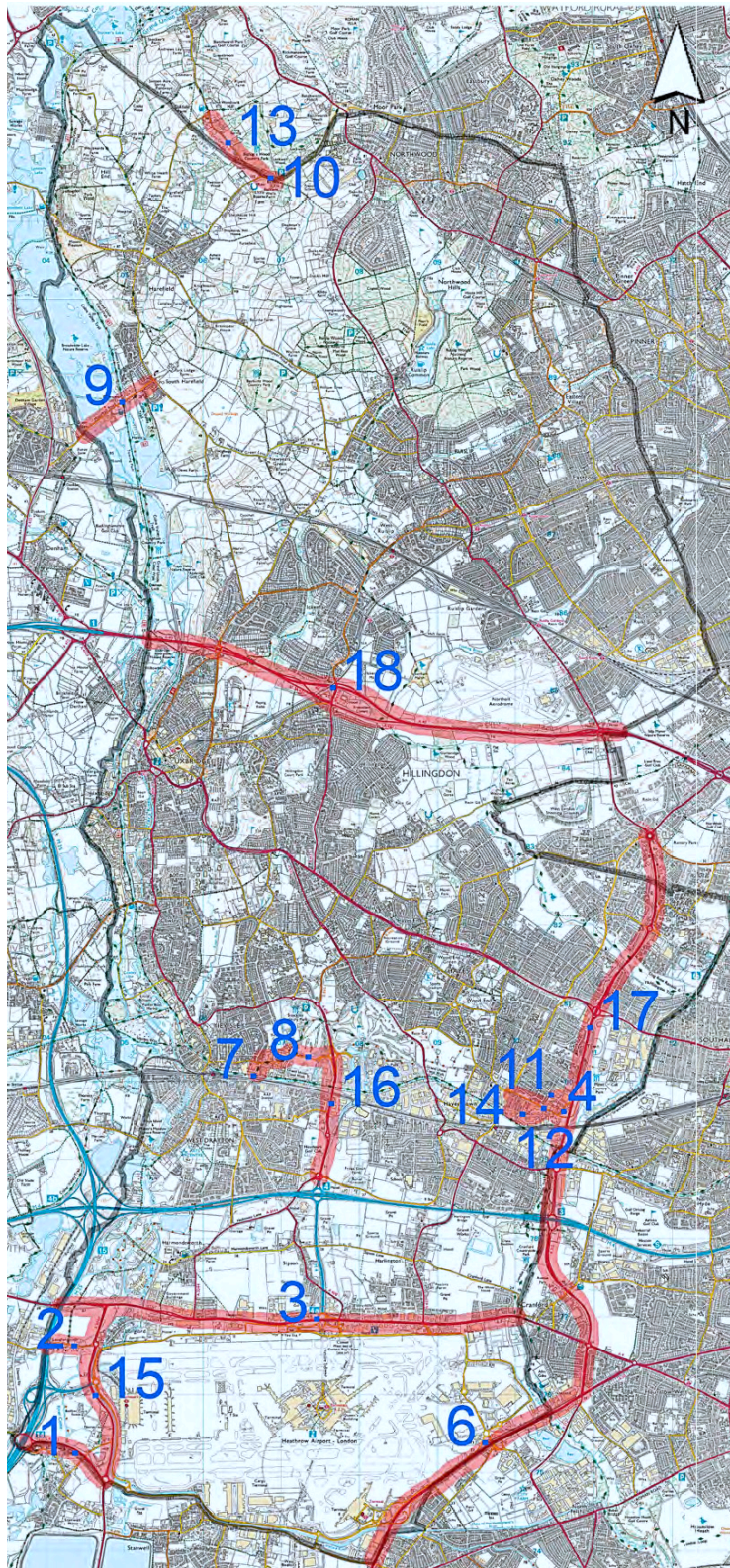
None at this stage.

BACKGROUND PAPERS

Greater London Council Traffic Management Order 1985 No.343

Minutes of the decision by Cabinet Member for Planning & Transportation dated 17th February 2003.

APPENDIX A: MAP OF EXISTING SCHEME



Roads included in the GLC Restriction of Goods Vehicles Traffic Order 1985 within or abutting the London Borough of Hillingdon (18t MGW Weight Limit)

1. Airport Way (A3113)
2. Bath Road (B378)
From Stanwell Moor Road to the Greater London boundary
3. Bath Road / Colnbrook By-Pass (A4)
From the Greater London boundary to the boundary of the London Borough of Hounslow
4. Bilton Way
5. Chester Way
No longer exists or was added to Order in error
6. Great South West Road (A30)
Between the northern and southern boundary of the London Borough of Hounslow
7. Horton Bridge Road
8. Horton Road
From Horton Bridge Road to Stockely Road
9. Moorhall Road
10. Northwood Road
From Shrubbs Road to White Hill
11. Pasedena Close
12. Pump Lane
From Coldharbour Lane to The Parkway (A312)
13. Shrubbs Road
14. Silverdale Road
15. Stanwell Moor Road
From the Colnbrook By-pass (A4) to the Greater London boundary
16. Stockely Road
From Horton Road to Cherry Lane R'bout
17. The Parkway (A312)
18. Western Avenue (A40)
From the Greater London boundary to the boundary of the London Borough of Ealing. Includes all slip roads and the two way section at the top of the slip road by the former Master Brewer site.