



HILLINGDON  
LONDON



# Petition Hearing - Cabinet Member for Planning and Transportation

**Date:** WEDNESDAY, 17 MARCH  
2010

**Time:** 7.00 PM

**Venue:** COMMITTEE ROOM 4 -  
CIVIC CENTRE, HIGH  
STREET, UXBRIDGE UB8  
1UW

**Meeting  
Details:** Members of the Public and  
Press are welcome to attend  
this meeting

## **Cabinet Member hearing the petitions:**

Keith Burrows, Cabinet Member for  
Planning and Transportation

## **How the hearing works:**

The petition organiser (or his/her  
nominee) can address the Cabinet  
Member for a short time and in turn the  
Cabinet Member may also ask questions.

Local ward councillors are invited to these  
hearings and may also be in attendance  
to support or listen to your views.

After hearing all the views expressed, the  
Cabinet Member will make a formal  
decision. This decision will be published  
and sent to the petition organisers shortly  
after the meeting confirming the action to  
be taken by the Council.

**This agenda and associated  
reports can be made available  
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request. Please contact us for  
further information.**

**Published:** Tuesday, 9 March 2010

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This Agenda is available online at:  
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# Agenda

## **PART 1 - MEMBERS, PUBLIC AND PRESS MAY ATTEND**

- 1 To confirm that the business of the meeting will take place in public.
- 2 To consider the report of the officers on the following petitions received.

	<b>Start Time</b>	<b>Title of Report</b>	<b>Ward</b>	<b>Page</b>
<b>3</b>	7pm	Willow Tree Lane, Yeading - Petition Objecting to the Proposed Waiting Restrictions	Yeading	1 - 8
<b>4</b>	7pm	Central Avenue, Hayes - Petition Requesting Footway Parking Exemption	Townfield	9 - 14
<b>5</b>	7.30pm	Ruislip Manor Town Centre - Petition Objecting to a Proposed 'Stop & Shop' Parking Scheme	Manor	15 - 20
<b>6</b>	8pm	Dellfield Crescent, Cowley - Petition Requesting Continuous Parking Bays	Uxbridge South	21 - 26
<b>7</b>	8pm	Iver Lane, Cowley - Petition Requesting a Residents' Only Parking Scheme	Uxbridge South	27 - 34

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## WILLOW TREE LANE, YEADING – PETITION OBJECTING TO PROPOSED WAITING RESTRICTIONS

**Cabinet Member**

Councillor Keith Burrows

**Cabinet Portfolio**

Planning and Transportation

**Officer Contact**

Caroline Haywood, Environment and Consumer Protection

**Papers with report**

Appendices A & B

### HEADLINE INFORMATION

**Purpose of report**

To inform the Cabinet Member that a petition has been received from one of the businesses objecting to the installation of the proposed waiting restrictions.

**Contribution to our plans and strategies**

The request for waiting restrictions in the service road in Yeading Lane / Willow Tree Lane, Yeading has been considered in relation to the Council's strategy for Road Safety

**Financial Cost**

No financial cost associated with this report

**Relevant Policy Overview Committee**

Residents' and Environmental Services

**Ward(s) affected**

Yeading

### RECOMMENDATION

That the Cabinet Member:

1. Notes the petition and the objection to the waiting restrictions and listens to the concerns of the petitioners; and
2. Ask officers to investigate alternative proposals to address the concerns of the shopkeepers.

### INFORMATION

#### Reasons for recommendation

To understand the residents' concerns and investigate further.

#### Alternative options considered

No other alternatives.

## Supporting Information

1. The Council has received a petition with 227 signatures from one business and its customers. The petitioners are objecting to the installation of the proposed waiting restrictions. The Council has also received an additional four emails and one letter from concerned shopkeepers.
2. Willow Tree Lane and Yeading Lane are both situated within Yeading Ward. Yeading Lane is a very busy road being the main route from Hayes to Northolt and Greenford. It has a very high traffic and pedestrian flow due to the local shopping parade and Barnhill Secondary School. Willow Tree Lane is residential in nature. It links Yeading Lane with The Parkway and has a high traffic flow. The junction of Yeading Lane and Willow Tree Lane is traffic signal controlled and on the northeast corner of the junction of Yeading Lane and Willow Tree Lane is a parade of shops set back from the main road within a service road. Yeading Lane and Willow Tree Lane are also main bus routes through Hayes.
3. The Council originally received a request from Yeading Safer Neighbourhood Team to find a means of tackling insensitive parking in the service road. The team had received many complaints from the shopkeepers and visitors about vehicles parking on the footway outside the shops. The shopkeepers were concerned about the safety of pedestrians and that vehicles were parking all day.

4. Following a full and thorough investigation, it was found during the site visit and a meeting with Yeading Safer Neighbourhood Team and the Council's Parking Enforcement Team that vehicles were parking with either two or four wheels up on the footway and that the drivers did not appear to be taking care when driving up and parking on this footway. There was a constant flow of people to the shops and every available space to park was used. The footway in this section of the service road is between 3.5 and 5 metres wide and there are two different types of surfacing on the footway. The carriageway of the service road is not wide enough for two vehicles to be parked opposite each other on the road without obstructing traffic flows.

5. It was decided in 1997 by the parking sub-committee that enforcement of parking on the footway in the service road would be suspended pending installation of a formal scheme in the form of signs and lines. At present there are no sign or line markings to indicate where on the footway it is safe to park. Therefore the Council's parking enforcement team has great difficulty enforcing the exemption.
6. The proposal that was drawn up to address these issues, was to recommend installing 'At Any Time' waiting restrictions and a loading bay, as shown on Appendix A. This



Service road facing eastbound



Different surface type

proposal would mean the removal of the footway parking and would give shopkeepers a designated place to park when taking deliveries.

7. Before taking the proposal through any formal consultation process, it was decided to informally consult the shopkeepers and residents in the flats above the shops on a proposal to address their concerns. A letter and plan was sent to every property informing them of the proposal and seeking their comments, attached as Appendix B. Any alterations to the proposal would then be made as required.
8. The lead petitioner is objecting to the proposal stating 'as you can appreciate with the recession, putting yellow lines down our business will suffer as customers will not be able to park in the service road'.
9. The other four emails and one letter were from other shopkeepers in the service road. Their main concern is that these restrictions will deter customers from using the shops and that this would in turn lead to them having to cease trading.
10. The proposals are still in the feasibility stage and all comments received have been acknowledged and this proposal will not be taken forward until further investigation is complete.
11. The petitioners may have their own ideas to put forward and therefore it is recommended to discuss further with the shopkeepers measures to address their concerns.

### **Financial Implications**

There is no financial cost with the recommendation of this report.

### **EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES**

#### **What will be the effect of the recommendation?**

That no decision will be made until further investigation and consultation is complete.

#### **Consultation Carried Out or Required**

Informal consultation has been carried out on this proposal through a letter to the shopkeepers and residents. Local councillors have also been consulted informally.

### **CORPORATE IMPLICATIONS**

#### **Legal**

There are no special legal implications at present for the proposals set out above. Should there be a decision that formal parking and traffic controls are to be considered then the relevant statutory provisions will have to be followed.

In all cases, there must be a full consideration of all representations arising within this report. In all cases, the decision maker must be satisfied that responses from the public are conscientiously taken into account.

## **BACKGROUND PAPERS**

- Letter to shopkeepers: 21 April 2009
- Petition received: 30 April 2009
- Objection email received: 12 May 2009  
14 May 2009  
23 April 2009  
6 May 2009
- Objection letter received: 13 May 2009

# APPENDIX A

**Notes:**

Remove  
footway  
parking  
exemption

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London Borough of Hillingdon 100019283 2009

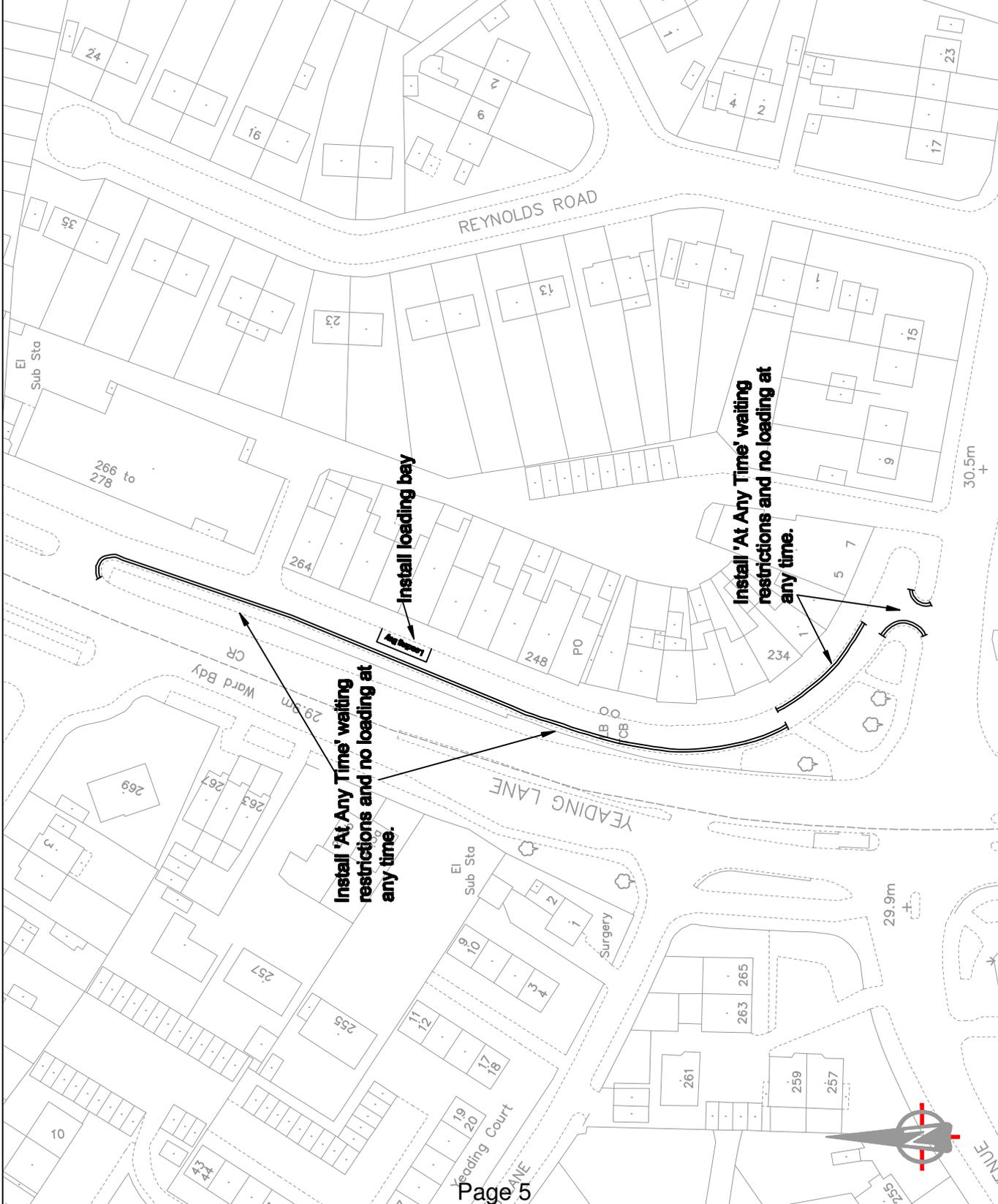


**HILLINGDON**  
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Project  
**Road Safety Programme**

Description  
**Willow Tree Lane, Hayes**

Scale	1:1000	Drawn (Initials/Date)	CG 01/09	Checked (Initials/Date)	
Project No.	A4	Drawing No.	RSP1075D1	Rev.	



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# HILLINGDON

LONDON

«Title»  
«Address1»  
«City»  
«State»  
«PostalCode»

Our Ref: CH/17270  
Your Ref: Road Safety Programme

21 April 2009

Dear Sir / Madam

**RE: Willow Tree Lane service road, Hayes**

I am writing to inform you of a proposal to install 'at any time' waiting restrictions (double yellow lines) and a loading bay in the service road at the junction of Willow Tree Lane with Yeading Lane.

In response to local concern regarding obstructive parking and the potential high risk to pedestrians with vehicles parking on the footway, I recommend proposing 'at any time' waiting restrictions, the removal of footway parking and installing a loading bay within the service road, as shown on the attached plan. The proposed waiting restrictions will improve access for vehicles and deliveries, while the removal of footway parking will improve pedestrian safety.

I have attached a plan showing the proposed waiting restrictions and I would be grateful for any comments by 12<sup>th</sup> May 2009. Please do not hesitate to contact me if you require any further information.

Yours faithfully

**Caroline Haywood**  
Technical Assistant, Improvement Projects  
c.c.: File 1/17270

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## CENTRAL AVENUE, HAYES – PETITION REQUESTING FOOTWAY PARKING EXEMPTION

<b>Cabinet Member</b>	Councillor Keith Burrows
<b>Cabinet Portfolio</b>	Planning and Transportation
<b>Report Author</b>	Steve Austin, Environment and Consumer Protection
<b>Papers with report</b>	Appendix A

### HEADLINE INFORMATION

<b>Purpose of report</b>	To inform the Cabinet Member that a petition has been received from residents of Central Avenue, Hayes asking permission to park on the footways.
<b>Contribution to our plans and strategies</b>	The request will be considered as part of the Council's strategy for on-street parking.
<b>Financial Cost</b>	There are none associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services
<b>Ward(s) affected</b>	Townfield

### RECOMMENDATION

That the Cabinet Member:

1. Notes the petition request; and
2. Approves the investigation of a Footway Parking Exemption Scheme for consultation with residents of Central Avenue and that enforcement is suspended in the interim providing parking takes place in accordance with the Council's criteria.

### INFORMATION

#### Reasons for recommendation

It would appear it has been common practice to park on the footways of Central Avenue due to the narrow width of carriageway and this is supported by the large petition from residents of Central Avenue. The footways of Central Avenue are sufficiently wide to allow cars to park on them.

## Alternative options considered

None as petitioners have made a specific request for parking on the footway.

## Comments of Policy Overview Committee(s)

None at this stage.

## Supporting Information

1. A petition with 87 signatures has been received from residents of Central Avenue, Hayes requesting permission to park on the footway. The petitioners have signed to the following heading:

*“ We the residents of Central Avenue would like to ask you to give us permission to park on the pavement. We have been parking on the pavement for years since the road calming scheme was introduced in Central Avenue. Due to the traffic calming design the road was made narrower and the footpath made wider. We are unable to park on the road as it is too narrow and a car cannot be parked on the road without causing an obstruction. In view of the situation, we ask that you give us an exemption order so that residents can park safely on the roadside of the footpath. (If a suitable solution is to have a white parking outline outside each residents property then the residents have indicated below whether they would like it)”.*

2. Central Avenue is a long residential road connecting Botwell Lane, Hayes with Uxbridge Road. It is predominately residential apart from leisure facilities located at its southern end. The location is indicated on Appendix A. Some years ago, a traffic calming scheme was introduced to address inappropriate speeds which reduced the width of the carriageway, and central medians were installed to prevent a straight through alignment for motorists. This increased the width of footways and it would appear from the resident’s petition it has been their custom to park with “all four wheels up” on the footway.
3. The width of the footways in Central Avenue is sufficient to allow all four wheels of cars to park along side the kerb and leave adequate room for pedestrians. Within the Council’s criteria, a Footway Parking Exemption Scheme can be considered for this road. If the Cabinet Member subsequently approves the installation of a scheme, subject to funding, it will be indicated on site with white markings and signs to show where parking is allowed. It is noted from the petition that a further indication from residents was to choose between a scheme with markings or none. It would appear two-thirds of those who signed the petition would not want the scheme to be marked on site but this would be necessary if a formal scheme is subsequently approved.
4. In view of the customary practice of residents to park on the footway and the level of support demonstrated with this petition, it is recommended the Cabinet Member approves the investigation of a formal Footway Parking Scheme but in the interim, suspend enforcement until funds become available to consider the introduction of a formal scheme.
5. It is normal practice that suspension of enforcement of footway parking is only considered where vehicles are parked in accordance with the Council’s criteria which

means it should be 15 metres from junctions and that a minimum 1.5 metres of footway must remain for the benefit and safety of pedestrians.

## **Financial Implications**

There are no immediate costs to suspend enforcement of the footway parking regulations in Central Avenue. However, if subsequently the Council considers the introduction of a formal scheme, the estimated cost would be £1,200. A suitable budget would need to be identified to fund the scheme and the most appropriate would be an allocation from the Parking Revenue Account surplus.

## **EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES**

### **What will be the effect of the recommendation?**

It would allow residents of Central Avenue to continue to park on the footway as they have done so previously and the investigation for the installation of a formal scheme when funding permits.

### **Consultation Carried Out or Required**

Prior to the Council considering the installation of a formal scheme, all residents of Central Avenue will be consulted on a detailed layout.

## **CORPORATE IMPLICATIONS**

### **Corporate Finance**

N/A.

### **Legal**

There are no special legal implications for this informal consultation at this stage.

Following this informal consultation, should there be a decision that further measures are to be considered then the relevant statutory provisions will have to be identified and considered.

In considering the consultation responses, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer recommendation. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

## **BACKGROUND PAPERS**

None.

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## RUISLIP MANOR TOWN CENTRE – PETITION OBJECTING TO A PROPOSED “STOP & SHOP” PARKING SCHEME

<b>Cabinet Member</b>	Councillor Keith Burrows
<b>Cabinet Portfolio</b>	Planning and Transportation
<b>Report Author</b>	Steve Austin, Environment and Consumer Protection
<b>Papers with report</b>	Appendix A

### HEADLINE INFORMATION

<b>Purpose of report</b>	To advise the Cabinet Member that a petition has been submitted to the Council objecting to the proposals for a “Stop & Shop” parking scheme in Ruislip Manor town centre. The petition was submitted in response to the statutory consultation on design and operational characteristics for a proposed scheme.
<b>Contribution to our plans and strategies</b>	The objection will be considered along with all other representations received from the consultation in accordance with the Council’s strategy for on-street parking controls.
<b>Financial Cost</b>	There are none associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents’ and Environmental Services
<b>Ward(s) affected</b>	Manor

### RECOMMENDATION

That the Cabinet Member:

- 1. Meets and discusses with petitioners their concerns with the proposed “Stop & Shop” parking scheme.**
- 2. Asks officers to take the petition into account, including relevant points raised by the petitioners at the petition evening, with all other representations from the public in the forthcoming report on the consultation results for the parking scheme.**

## INFORMATION

### Reasons for recommendation

The Council has given Public Notice of the proposals for a “Stop & Shop” parking scheme in Ruislip Manor town centre. It is a requirement that all objections must be considered by the Council before making a final decision on proposals. The petitioner’s objections should be considered along with all other representations submitted to the Council before it makes a final decision.

### Alternative options considered

None at this stage, as the Cabinet Member when considering the report containing all other objections can decide to either approve the scheme or modify it or take no further action.

### Comments of Policy Overview Committee(s)

None at this stage.

### Supporting Information

1. A petition with 97 signatures has been submitted to the Council under the following terms:

*“We, the undersigned, are concerned citizens who urge our leaders to act now to:*

- Consider the detrimental impact of the scheme on small local businesses which form the majority of the business community along Victoria Road.*
- Appreciate the confusion for potential visitors to Ruislip Manor with the differing restrictions.*
- The possibility of reducing the number of visitors spending time in the area due to the pressure of 30 minutes free.*

*In light of the above, we urge the abandonment of the proposed scheme entirely”.*

Of the 97 signatures, 65 came from non-residents.

2. In an accompanying letter to the petition, the grounds for objection to the scheme are generally that parking controls in the main shopping area would transfer parking to surrounding roads. The petitioners considered businesses were not properly consulted by the Chamber of Commerce on proposals and that customers will not be able to park.
3. The Cabinet Member will recall considering a report in July concerning a request from the Ruislip Manor Chamber of Commerce for a “Stop & Shop” parking scheme in the town centre outside the shops. These are mostly situated on Victoria Road and the extent of the scheme is indicated on Appendix A. Detailed design was discussed with the Chamber of Commerce and the business occupiers who gave support for the proposals. Following this, the Cabinet Member subsequently approved the carrying out of statutory consultation as the first stage in the process to introduce the parking scheme.

4. Statutory consultation took place between 18 November and 9 December 2009 by the insertion of a Public Notice in the local newspaper which was also displayed on street and circulated to all frontages in the proposed parking area. During this period, several representations have been received including the petition which the subject of this report.
5. It is intended to submit a report to the Cabinet Member detailing all the representations received and it is recommended therefore that the Cabinet Member listens to the petitioners' concerns and asks officers to take these into account when completing the report.

### **Financial Implications**

There are none associated with the recommendations to this report.

### **EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES**

#### **What will be the effect of the recommendation?**

To allow the concerns of petitioners to be taken into account with all other representations that have been made to the Council regarding proposals for the parking scheme.

#### **Consultation Carried Out or Required**

The statutory consultation was carried out between 18 November and 9 December 2009 to allow all members of the public to put their views forward to the Council regarding the scheme.

### **CORPORATE IMPLICATIONS**

#### **Corporate Finance**

N/A.

#### **Legal**

In considering the consultation responses, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer recommendation. The decision maker must be satisfied that responses from the public are conscientiously taken into account. If a local authority decides to embark upon a non-statutory process of consultation, the applicable principles are no different from those which apply to statutory consultation: see *R (Partingdale Lane Residents Association) v Barnet London Borough Council* [2003] EWHC 947 (Admin), [2003] All ER (D) 29.

Officers must ensure there is a full note of the main points discussed at the meeting with the petitioners. If there are new points raised in the period after the statutory consultation period which are likely to make a material difference to the competing considerations, then officers ought to consider the need for further statutory consultation.

### **BACKGROUND PAPERS**

Report to Cabinet Member - 17 July 2009

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# Ruislip Manor Proposed "Stop & Shop" Parking Scheme

Scale 1:3,000

Date May 2009



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## DELLFIELD CRESCENT, COWLEY – PETITION REQUESTING CONTINUOUS PARKING BAYS

**Cabinet Member**

Councillor Keith Burrows

**Cabinet Portfolio**

Planning and Transportation

**Report Author**

Steve Austin, Environment and Consumer Protection

**Papers with report**

Appendix A

### HEADLINE INFORMATION

**Purpose of report**

To inform the Cabinet Member that a petition has been received from residents in a section of Dellfield Crescent, which is in the Cowley Residents Parking Scheme, for the bays to be marked as continuous instead of individual bays which have waiting restrictions between them.

**Contribution to our plans and strategies**

The request will be considered as part of the Council's strategy for Residents' Permit Parking Schemes.

**Financial Cost**

There is none associated with the recommendations to this report.

**Relevant Policy Overview Committee**

Residents' and Environmental Services

**Ward(s) affected**

Uxbridge South

### RECOMMENDATION

**That the Cabinet Member:**

1. **Considers the petition request; and**
2. **Asks officers to take into account the petition request as part of the subsequent review of the parking scheme which will be carried out within 12 months from its operational start date.**

### INFORMATION

#### Reasons for recommendation

It is the Council's usual practice to review all new parking schemes within 12 months from coming into operation. The petition request can be considered as part of this review to determine if the majority of residents in Dellfield Crescent want to change the layout of parking bays in their road.

## Alternative options considered

None as the petitioners have made a specific request for the introduction of continuous parking bays.

## Comments of Policy Overview Committee(s)

None at this stage.

## Supporting Information

1. A petition with 22 signatures which has predominately come from residents of Dellfield Crescent (although a few live on the Dellfield Parade) has been submitted to the Council under the following heading:

*“ Formal petition to change the parking restrictions of Dellfield Crescent from yellow to white lines (in line with other parking zones in the area)”.*

The request from residents can be assumed to mean the introduction of continuous parking bays within Dellfield Crescent instead of the existing individual bays which are separated by waiting restrictions.

2. The location of Dellfield Crescent is indicated on Appendix A. It has junctions with High Street, Cowley via a service road which accommodates a shopping parade along the High Street frontage. The road is residential and currently is part of the Cowley Residents' Permit Parking Scheme together with all the other roads to the east. The scheme has been installed within Dellfield Crescent with individual bays as requested by residents following consultation prior to installation of the scheme.
3. The scheme came into operation in August 2009 following statutory consultation on details. The responses received from this consultation were reported to the Cabinet Member in May 2009. The report contained responses both from the Public Notice and those given at an exhibition in Yiewsley Library which was held to let residents discuss directly with Council Officers the terms, conditions and layout of the scheme. During the exhibition times at Yiewsley Library, views were expressed by some residents their preferred layout would be for continuous bays although no written responses were received on this aspect.
4. Mindful of the cost to introduce residents schemes, it was considered prudent to reconsult all residents of Dellfield Crescent on whether they preferred an individual bay layout or continuous bay layout. More than half of the residents replied and, of those who did, nearly three-quarters wanted individual bays. Consequently, the Cabinet Member, when considering all responses from both consultations, approved the installation of the scheme with individual bays in Dellfield Crescent.
5. It is clear from the petition that several residents of Dellfield Crescent who live predominately on the northern arm closest to High Street, Cowley would prefer a continuous bay layout which is the basis of the petition request. The Cabinet Member is aware the Council's normal practice is to review all parking schemes within 12 months of coming into operation. In view of the consultation responses received prior to

introduction of the scheme, it is recommended the Cabinet Member takes no action at this stage to change the bay layout in Dellfield Crescent but asks officers to include the request together with all other responses that may be received from the review and submit them in a report for the Cabinet Member to consider.

## **Financial Implications**

There are none associated with the recommendations to this report. However, the subsequent review of the Cowley Parking Scheme will require funding from a surplus of the Parking Revenue Account.

## **EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES**

### **What will be the effect of the recommendation?**

To allow the Cabinet Member to consider the petition request in association with other reviews that may be expressed during the subsequent review of the scheme.

### **Consultation Carried Out or Required**

Statutory consultation was carried out on the scheme proposals and following this, residents of Dellfield Crescent were again consulted on what type of bay layout they preferred in their road.

## **CORPORATE IMPLICATIONS**

### **Corporate Finance**

N/A.

### **Legal**

There are no special legal implications for the proposal, which amounts to an informal consultation.

Should there be a decision that further measures are to be considered, then the relevant statutory provisions will have to be identified and considered.

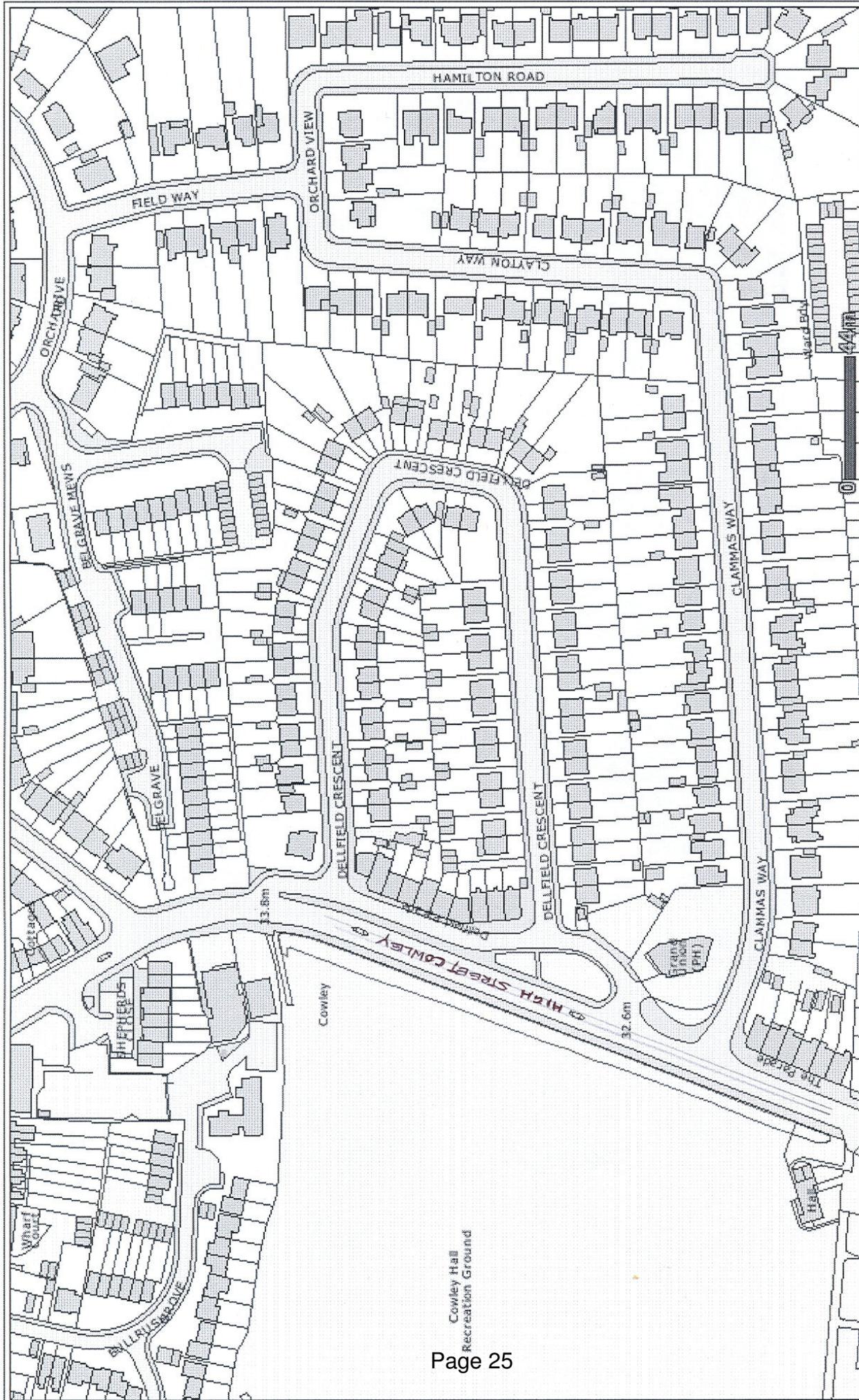
In considering any informal consultation responses, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer recommendation. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

## **BACKGROUND PAPERS**

Report to Cabinet Member 6 July 2008

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# APPENDIX A



1965  
 Approx. Scale:  
 8.12.2009  
 Date of Print:  
 100019283 2009  
 SLA:



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## IVER LANE, COWLEY – PETITION REQUESTING A “RESIDENTS ONLY” PARKING SCHEME

<b>Cabinet Member</b>	Councillor Keith Burrows
<b>Cabinet Portfolio</b>	Planning and Transportation
<b>Report Author</b>	Steve Austin, Environment and Consumer Protection
<b>Papers with report</b>	Appendices A & B

### HEADLINE INFORMATION

<b>Purpose of report</b>	To inform the Cabinet Member that a petition has been received from residents of Iver Lane requesting the Council to introduce a parking scheme for “Residents only”.
<b>Contribution to our plans and strategies</b>	The request will be considered in accordance with the Council’s strategy for on-street parking schemes.
<b>Financial Cost</b>	There are none associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents’ and Environmental Services
<b>Ward(s) affected</b>	Uxbridge South

### RECOMMENDATION

That the Cabinet Member:

1. Discusses with residents their concerns with parking in Iver Lane outside their homes.
2. Subject to 1 above, asks officers to add the request to the Council’s overall parking programme so that consultation can be progressed for a Parking Management Scheme at the earliest opportunity following completion of committed schemes.

### INFORMATION

#### Reasons for recommendation

Following discussions with the Cabinet Member, and subject to residents still wanting a “Residents only” scheme in this area of Iver Lane, the Cabinet Member can decide if it should be added to the Council’s parking programme and progressed following completion of committed schemes already on the programme.

## Alternative options considered

The petitioners have made a specific request for a Residents Parking Scheme but further options may emerge following discussions with the Cabinet Member.

## Comments of Policy Overview Committee(s)

None at this stage.

## Supporting Information

1. A petition with 39 signatures has been received from residents of Iver Lane predominately living between Heritage Close and Curran Close. The petitioners have signed to the following request:

*“We the undersigned electors of the London Borough of Hillingdon, request that Iver Lane, from Cowley Road to the Malt Shovel and Bullrush Grove, Curran Close and Hertiage Close are made for Residents Parking Area Only”.*
2. The location is indicated on Appendix A. Iver Lane has a junction with High Street, Cowley at its eastern end and extends to the Borough boundary at its western end. The residential area is at the eastern end and accordingly, the petitioners have asked for the scheme to extend between the High Street and the Public House by the Grand Union Canal.
3. The Cabinet Member will be aware there are existing Residents’ Permit Parking Schemes close to this area. To the north the Uxbridge South scheme extends to Ferndale Crescent. Station Road which is a short distance from the Iver Lane junction with High Street is in the Cowley Parking Scheme which also includes roads south of the High Street junction. It is likely therefore that non-residential parking has transferred from these areas to Iver Lane.
4. The Cabinet Member will also be aware that residents have expressed concern with parking that currently takes place on Iver Lane, particularly in the narrow section which cause difficulties with traffic movement. To address this issue, waiting restrictions have been introduced and became operational on 21 January 2010 under an Experimental Traffic Order. The scheme is shown in detail on Appendix B and restrictions are designed to remove the most obstructive parking but retain some facilities, particularly for local residents. It would appear there is intense competition for this on-street parking and possibly local residents at times find it difficult to park close to their homes. If parking cannot be found there is no easy alternative that would be convenient for residents of Iver Close.
5. The Council’s usual practice is to consider the introduction of Residents’ Parking Schemes if, following consultation, the majority want a scheme introduced. In this section of Iver Lane, a feasible scheme would need to include the cul-de-sacs with junctions to Iver Lane, namely Heritage Close, Curran Close and Bullrush Grove. With the competition for on-street parking and the new waiting restrictions, it is likely non-residential parking has or will move into these cul-de-sacs and the residents may consequently also be seeking assistance from the Council in the form of a Residents’ Parking Scheme.

6. In view of the level of support demonstrated by the petition, which was signed by half of all households living in Iver Lane between the High Street and the Grand Union Canal, it is suggested the Cabinet Member asks that the request be added to the overall parking programme so that it can be considered for a Council consultation following completion of committed schemes already on the programme.

## **Financial Implications**

There are none associated with the recommendations to this report, however if subsequently consultation is carried out and a scheme progresses to installation, funding would usually be allocated from the Parking Revenue Account surplus if available.

## **EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES**

### **What will be the effect of the recommendation?**

To allow the petitioners request to be considered in greater detail at a later date when other committed parking schemes have been completed.

### **Consultation Carried Out or Required**

When the Council is in the position to consider the introduction of a Residents' Permit Parking Scheme in this area of Iver Lane, all residents affected will be consulted initially to determine the level of support.

## **CORPORATE IMPLICATIONS**

### **Legal**

There are no special legal implications for the proposal, which amounts to an informal consultation.

Should there be a decision that further measures are to be considered then the relevant statutory provisions will have to be identified and considered.

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

## **BACKGROUND PAPERS**

None.

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London Borough of Hillingdon 10010283 2009



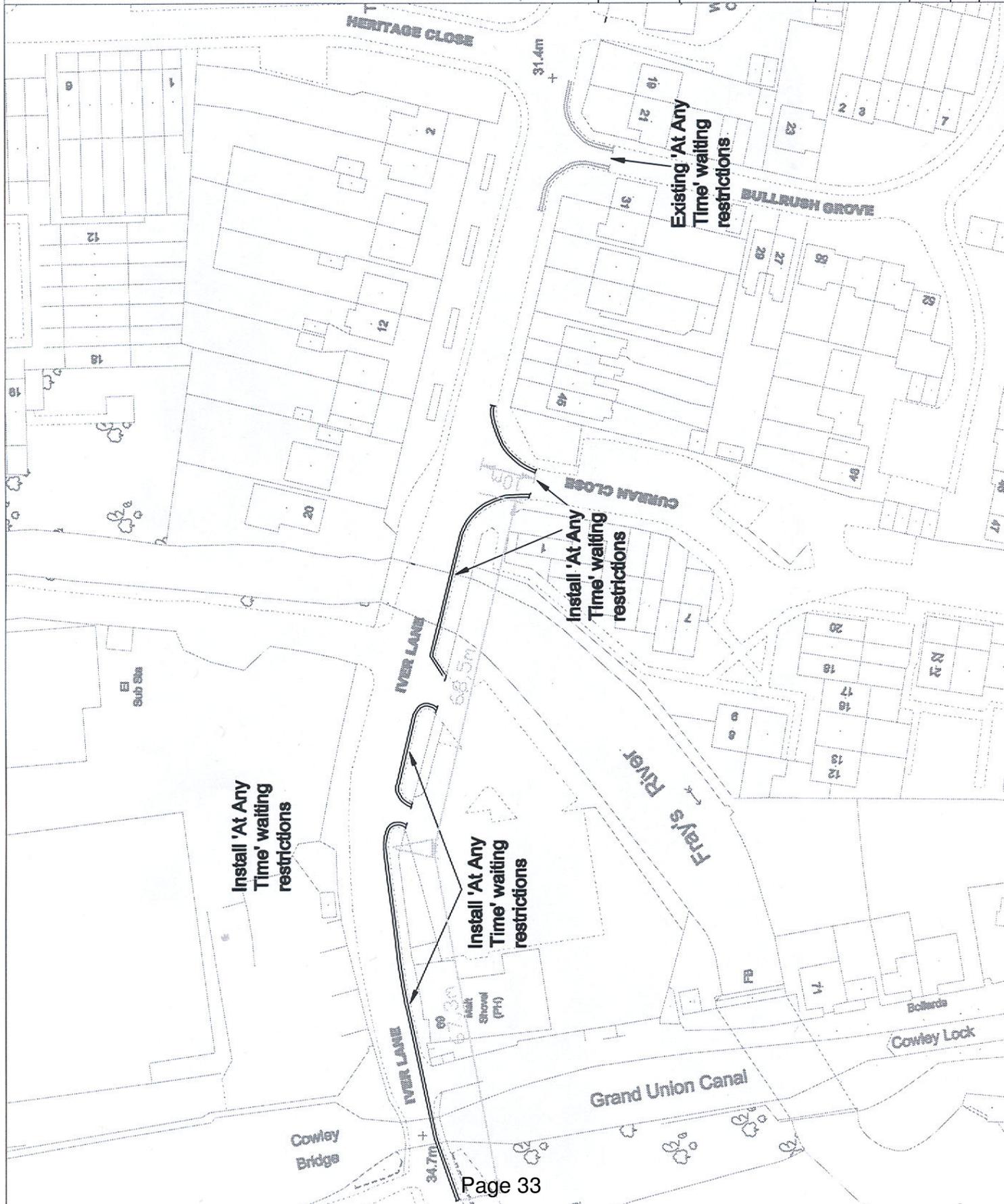
HILLINGDON  
LONDON

Project

ROAD SAFETY PROGRAMME

Description Iver Lane, Cowley

Scale	1:1000	Date	CH 02/09	Checked	
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