



HILLINGDON  
LONDON



# Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

**Date:** WEDNESDAY, 12  
OCTOBER 2016

**Time:** 7.00 PM

**Venue:** COMMITTEE ROOM 3 -  
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, Transportation and Recycling  
(Chairman)

## 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.

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.

**Published:** Thursday, 6 October 2016

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This Agenda is available online at:  
<http://modgov.hillingdon.gov.uk/ieListMeetings.aspx?CId=252&Year=0>

*Putting our residents first*

Lloyd White  
Head of Democratic Services  
London Borough of Hillingdon,  
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# Agenda

	<b>Start Time</b>	<b>Title of Report</b>	<b>Ward</b>	<b>Page</b>
<b>4</b>	7.00 PM	Harefield House Car Park - Petition Objecting to the Introduction of Pay & Display Parking	Harefield	1 - 12
<b>5</b>	7.00 PM	Petition Against The Parking Management Scheme In Copthall Road East, Ickenham	Ickenham	13 - 18
<b>6</b>	7.30 PM	Sadow Crescent, Hayes - Petition asking for allocated parking for residents	Botwell	19 - 24
<b>7</b>	8.00 PM	Reginald Road, Northwood - Petition asking for a consultation on options to manage the parking in their road	Northwood	25 - 32
<b>8</b>	8.00 PM	Myrtleside Close, Northwood - Petition asking for a Parking Management Scheme	Northwood	33 - 38

Agenda items 4, 5, 6, 7 and 8 are being included as urgent reports to ensure that the Cabinet Member is able to consider the petitions in a timely manner and enable action to be taken if required.

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## HAREFIELD HOUSE CAR PARK - PETITION OBJECTING TO THE INTRODUCTION OF PAY & DISPLAY PARKING

<b>Cabinet Member(s)</b>	Councillor Keith Burrows
<b>Cabinet Portfolio(s)</b>	Cabinet Member for Planning, Transportation and Recycling
<b>Officer Contact(s)</b>	Hayley Thomas Residents Services Directorate
<b>Papers with report</b>	Appendix A - Harefield House Car Park Site Plan Appendix B - Harefield Parking Petition flyer

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition objecting to the introduction of Pay & Display parking at Harefield House car park.
<b>Contribution to our plans and strategies</b>	The request can be considered as part of the Council's strategy for resident parking schemes
<b>Financial Cost</b>	There are no direct financial implications associated with the recommendations within this report.
<b>Relevant Policy Overview Committee</b>	Residents & Environmental Services
<b>Ward(s) affected</b>	Harefield

### 2. RECOMMENDATIONS

#### Meeting with the petitioners, the Cabinet Member:

1. discusses with petitioners their concerns with the introduction of parking controls at Harefield House car park.
2. acknowledges the conditions of the Section 106 agreement for the Harefield House/Cedar House redevelopment. This included a clause that if the public car park was not provided within two years of the lease being agreed in November 2014 then it would be assigned back with no obligation to provide a public car park.
3. recalls that following statutory consultation a formal decision was taken by the Cabinet Member in March 2016 to proceed with the introduction of Pay & Display parking in Harefield House car park. The proposals are in line with the majority of

car parks in the Borough, and as such a local Ward Councillor supported the proposals.

4. considers the information produced and circulated locally regarding parking charges within the 'HELP SAVE FREE PARKING IN HAREFIELD!!' flyer, causing unfortunate and unnecessary confusion for residents, many of whom wrongly assumed that the matter related to wider proposals beyond those for the car park alone.
5. notes that following investigations, correspondence was provided to the lead petitioner on 28 April 2016 by the Deputy Director of Planning, Transportation and Community Projects who was fully satisfied that the proper process had been followed throughout.
6. reassures the petitioners that in common with all new parking management arrangements the scheme will be reviewed, usually after 12 months, to determine that the objectives of the scheme are being met.

#### **Reasons for recommendations**

The Petition Hearing will provide a valuable opportunity to hear directly from the petitioners of their concerns and suggestions and provide reassurances that, in relation to Harefield House car park, the Council is "Putting residents first."

#### **Alternative options considered / risk management**

Officers did consider that given the factual errors of the 'Help Save Free Parking in Harefield' and the 'Keep Free Parking in Harefield' petition titles, a conclusion may have been reached that the petition is based on a false premise.

This could have taken away the right to have the petition heard at a Petition Hearing with the Cabinet Member for Planning, Transportation and Recycling. However it was considered on balance that a Petition Hearing would provide the lead petitioner with an opportunity to state his case and ensure that the Council fully understands the basis of his concerns with regard to the car park.

Hillingdon Council's petition process enjoys high resident participation and satisfaction. The petition process allows members of the public to have direct influence on the decision making process and to raise concerns that are important to them.

#### **Policy Overview Committee comments**

None at this stage.

### **3. INFORMATION**

#### **Supporting Information**

1. Harefield Village has recently benefitted from a range of public realm improvements, shop front grants and business support to regenerate the high street and improve the overall quality

of the village shops and services. From August 2014 to March 2016 the village has received over £550k of investment from Transport for London (Local Improvements Plan) funding as well as the Council's own resources. Key successes include:

- *Three new businesses opening within the village;*
- *19 existing businesses receiving grant funding and free design expertise to improve their shop fronts and signage;*
- *35 businesses benefitting from visual merchandising training and support;*
- *Public realm improvements to upgrade street lighting, refurbish benches and resurface the paving and road, and*
- *Village promotions and events such as the first Harefield Village Market and the Easter Egg Treasure hunt.*

1. In line with these improvements and following a protracted period, Country & Metropolitan Homes Ltd transferred the car park adjacent to Harefield House to the Council as required under a S106 agreement (as defined under the Town and Country Planning Act 1990 and amendments). The Council now has a lease for 99 years, which will expire in 2113.

3. The car park has a total of 50 spaces and, under the terms of the lease, can only be used for public car parking. Formal agreement has been reached for this to become a shopper's car park, named 'Harefield House Car Park' with a four hour maximum time limit to ensure a regular turnover of spaces. The Council's standard limited parking rates will apply, which are as follows:

<b><i>Period of stay</i></b>	<b><i>Hillingdon First rate</i></b>	<b><i>Standard Rate</i></b>
<i>Up to 30 mins</i>	<i>Free</i>	<i>Free</i>
<i>Then each 30 mins to 2 hours</i>	<i>£0.20p</i>	<i>£0.70p</i>
<i>Then each 20 mins to maximum stay</i>	<i>£0.20p</i>	<i>£0.70p</i>

4. It should be noted that these costs are generally uniform across the Borough for short stay parking of a similar nature and, in comparison to other local authorities in the wider local area, the costs to residents are amongst the lowest on offer.

5. As the Cabinet Member will be aware, petitioners in other Hillingdon centres have successfully petitioned in favour of the introduction of these 'stop and shop' tariffs and as a consequence, a large number of such schemes are in operation, with a generally high level of local support.

6. On 11 July 2016, the lead petitioner, in an email to Democratic Services, sought assistance on how to submit an online ePetition and also advised that additional paper signatures were expected to be submitted by a fellow local campaigner but it was feared that these signatures has been lost.

7. A petition with 258 signatures has now been submitted to the Council. The format of the petition means that we cannot be precise about the proportion of resident and business

signatories. It is also unclear how many of the signatories are residents within Harefield ward itself. The titles of the written petition received are:

***Help Save Free Parking in Harefield***

*We, the undersigned call upon Hillingdon Council to withdraw plans to introduce parking charges to Harefield. Also, we do not want any related equipment or resources installed in connection with this.*

***Keep free parking in Harefield Village!***

*The Council want to end free parking in the village: we can get them to rethink at this late stage again!*

8. The petition titles are based on the premise that the Council intends to end free parking and introduce parking charges within Harefield Village itself. This is not and has never been the case. The Council has received a number of enquiries from residents who were clearly of the view that parking charges were being proposed more widely, but as noted, this is incorrect.

9. This is not to say that parking controls would not be considered if such a change was required, in the form of a petition, but as there has been no such request there are no plans to make any other changes to parking in the shopping centre of Harefield Village.

10. Now that a lease on the car park has been agreed, Harefield House car park will operate on the same basis as all Hillingdon's Shoppers' car parks with 30 minutes free parking for everyone and a maximum stay of up to four hours. The extent of the area where Pay & Display parking is to be introduced is shown in the site plan; please see Appendix A attached.

11. An ePetition, with the title 'Keep parking in Harefield free' has also been submitted by the lead petitioner via change.org.

12. Officers were made aware in December 2015 of a somewhat misleading flyer that was being distributed within the Village entitled 'HELP SAVE FREE PARKING IN HAREFIELD.' Please see copy reproduced at Appendix B. Officers have been careful to stress that the proposals for parking charges relate solely to the Harefield House Car Park and nowhere else in Harefield, but it is apparent from the emails subsequently received from residents that the text contained within the flyer has caused significant confusion.

13. It should be noted that from the earliest correspondence regarding Harefield House car park received from the lead petitioner in July 2015, officers across Town Centre Improvements, Parking Services and Democratic Services have worked diligently to provide information as requested by the lead petitioner in his regular emails, including guidance on how to organise a petition. This support was acknowledged by the lead petitioner in a recent email of 9 September 2016.

14. Correspondence was received from the lead petitioner on 20 April 2016 and a written response was sent on 28 April 2016 by the Deputy Director of Planning, Transportation and Community Projects who was fully satisfied that the proper process has been followed throughout.

15. As part of the planning proposals to redevelop the Harefield House site, a Section 106 agreement was put in place that would allow the Council to lease the land and regulate the car



park on similar terms to those set by the Council in respect of their car parks for the public at large.

16. If the Council had failed to action the section 106 agreement within the specified time frame, the land owner would have been able to retain the area for his own uses and management, and would have had no obligation to maintain the area as a car park. The Cabinet Member will appreciate that this is an important obligation and by honouring its obligations, the Council has best served the interests of local residents through ensuring that the car park remains available as an asset for all to use.

17. Prior to the Council taking control of the car park the management and enforcement of the car park was carried out by the land owner of Harefield House. Residents, businesses and local Ward Councillors are keen to increase available parking in the village centre, which at present has limited available on-street parking. To ensure that the car park provides a good turnover of spaces for shoppers, and to allow the Council to properly maintain the land, as stipulated in the lease agreement, Pay & Display parking was proposed for the car park.

18. As the Cabinet Member will recall, from 16 September to 7 October 2015 the Council undertook statutory consultation on a proposed Pay & Display arrangement, as indicated in the site plan (Appendix A). During this period public notices were placed on nearby lamp columns, in a local newspaper and the London Gazette. Four objections were received during the consultation period, two from local businesses, one from the local infant school and one from a local resident.

19. A Harefield Ward Councillor also contacted officers regarding the proposals and provided the following comment; *'After looking at the whole situation, I cannot see any reason why this car park should not incur the same charges as other Council car parks. Although I have sympathy for the objections there were only a few and Harefield does not have any restricted street parking so in some ways we are more fortunate than most.'*

20. The responses to the consultation were reported to the Cabinet Member to consider and on 16 March 2016 approval was given to proceed with the installation of Pay & Display parking restrictions proposed for Harefield House car park. The function of this 'Cabinet Member Report' is to allow the Council to consider the basis and background of any objections and, dependent on the views taken, to make the Council's formal decision on the matter.

21. It is recommended that the Cabinet Member meets the petitioners and discusses their concerns. In common with all new parking management arrangements the scheme will be reviewed, usually after 12 months, to determine that the objectives of the scheme are being met.

### **Financial Implications**

There are no financial implications associated with the recommendations to this report.

Cabinet Member approval was granted to proceed with the Pay & Display proposals within the car park, which are scheduled to go live on 10 October 2016.

The Cabinet Member should be aware the section 106 agreement includes a clause that if the public car park is not provided by November 2016 then it would be returned to the developer who could elect to use it for other purposes.

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

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

To allow the Cabinet Member an opportunity to discuss in detail with petitioners their concerns

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

Statutory consultation was carried out between 16 September and 7 October 2015 by the insertion of public notices in the local newspaper and displayed on site.

#### **5. CORPORATE IMPLICATIONS**

##### **Corporate Finance**

Corporate Finance has reviewed this report and concurs with the financial implications noted above.

##### **Legal**

The decision makers must ensure that there is full consideration of the representations that have been received and the Council have to consider their statutory duty under section 122 of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic. The statutory duty must be balanced with the concerns raised by any objectors.

In considering the responses received, the Council must ensure that there is a full consideration of all representations arising including those which do not accord with the Officers recommendation. The Council must be satisfied that the objections from the public have been taken into account.

The Council's power to make an order imposing parking controls is set out in the Road Traffic Regulation Act 1984.

Before an Order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure)(England & Wales) Regulations 1996 (SI 1996/2489) are complied with. The Traffic Signs Regulations and General Directions 2016 govern road traffic signs and road markings.

In exercising any of the powers under the Road Traffic Regulation Act 1984, the Council has to consider its statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic. This statutory duty must be balanced with any concerns raised, and the Council must ensure that there is a full consideration of all representations arising including those which have not arisen and do not accord with the officer's recommendation. The Council must be satisfied that objections from the public were taken into account.

## **Corporate Property and Construction**

There are no property implications resulting from the recommendations set out in this report.

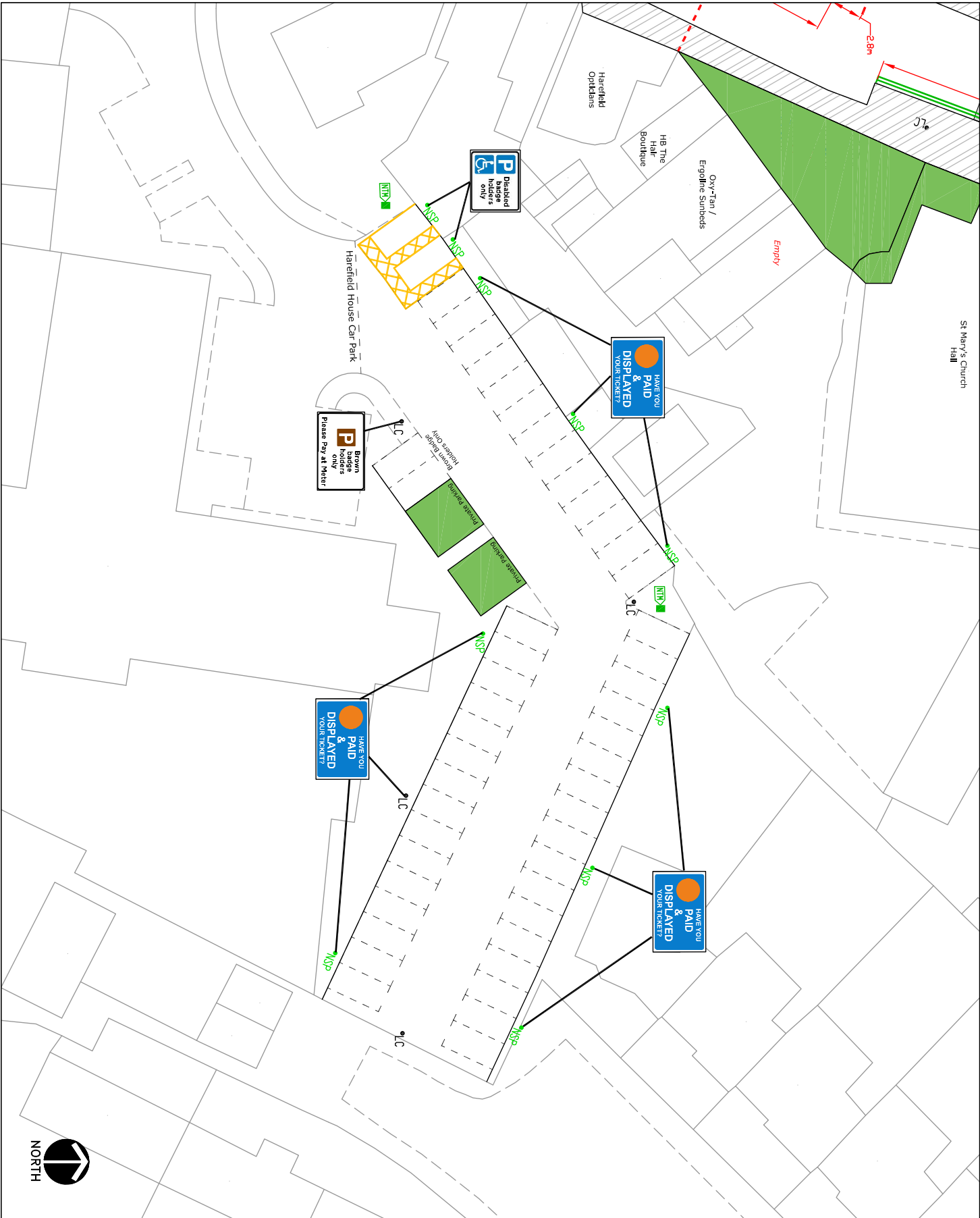
## **Relevant Service Groups**

None at this stage.

## **6. BACKGROUND PAPERS**

None.

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Key

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IMPROVEMENT PROJECTS  
 PLANNING, ENVIRONMENT AND COMMUNITY SERVICES DEPARTMENT  
 One Watlington Way, Watlington, Hillingdon, London Ux8 3JH  
 Tel: 01895 27100/01895 28075

**Harefield Village Centre**

**Harefield House Car Park**

Scale	Designed	Drawn	Date
NTS	HT	HT	29-5-15
Project No.	Drawing No.	Rev.	

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# HELP SAVE FREE PARKING IN HAREFIELD !!!

# SEND A LETTER

(1) HILLINGDON COUNCIL wants to introduce **CAR PARKING CHARGES** into **HAREFIELD**, namely the **CAR PARK** off the High Street.

(2) They want to do this despite **HAREFIELD** being a remote community compared with other parts of the Borough and the detrimental effect it would have on **RESIDENTS** and **BUSINESSES/SHOPS** who are already **STRUGGLING**.

(3) **HAREFIELD** is limited in its facilities so don't let the COUNCIL TAKE **FREE PARKING AWAY FROM US**.

(4) **SAV NO!** to **PARKING CHARGES** and the installation of **PARKING EQUIPMENT** or any resources installed in **HAREFIELD** to enforce **PARKING CHARGES**.

**SAY NO!!! NOW!!! BEFORE PARKING CHARGES ARE INTRODUCED TO YOUR STREET!!!**

**SIGN THE PETITION IN-STORE OR ONLINE**

**[www.savefreeparking.co.uk](http://www.savefreeparking.co.uk)**

Rebecca Leaman  
Town Centre Improvements Officer  
Community Engagement and  
Town Centre Improvements  
Residents Services 4W/05  
London Borough of Hillingdon  
Civic Centre  
Uxbridge UB8 1UW

Name: \_\_\_\_\_  
Address & Postcode: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Dear Becky,

I do not want Parking Charges introduced into Harefield, and I call upon Hillingdon Council to withdraw plans to do so.

I am not looking to compromise on this issue, and want written assurances the Council has abandoned all plans to introduce such charges.

SIGNED:  
PRINT NAME:

**This letter can be posted to the address on the top left of this letter or handed into shops displaying 'HELP SAVE FREE PARKING IN HAREFIELD' posters.**

Thank you

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## PETITION AGAINST THE PARKING MANAGEMENT SCHEME IN COPTHALL ROAD EAST, ICKENHAM

<b>Cabinet Member(s)</b>	Councillor Keith Burrows
<b>Cabinet Portfolio(s)</b>	Cabinet Member for Planning, Transportation and Recycling
<b>Officer Contact(s)</b>	Kevin Urquhart Residents Services Directorate
<b>Papers with report</b>	Appendix A - Location Plan

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that a petition has been received against the recent introduction of an extension to the Ickenham Parking Management Scheme in Copthall Road East.
<b>Contribution to our plans and strategies</b>	The request can be considered in relation to the Council's strategy for on-street parking controls.
<b>Financial Cost</b>	There are no financial implications associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services
<b>Ward(s) affected</b>	Ickenham

### 2. RECOMMENDATION

#### Meeting with the petitioners, the Cabinet Member:

1. listens to their concerns regarding the recent introduction of the Ickenham Parking Management Scheme in part of Copthall Road East, Ickenham.
2. notes that the present measures arose only following consideration of a previous petition, and subsequent extensive investigation and consultation, both informal and formal.
3. subject to the outcome of the above, decides if a review of the Parking Management Scheme should be carried out with the residents of Copthall Road East, as and when resources and programming permit.

## **Reason for recommendations**

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

## **Alternative options considered / risk management**

Options will be discussed with petitioners.

## **Policy Overview Committee comments**

None at this stage

## **3. INFORMATION**

### **Supporting Information**

1. A petition with 162 signatures has been received organised by a resident of Copthall Road East where an extension to the Ickenham Parking Management Scheme has recently been introduced. This petition is against the parking restrictions which have recently been introduced in part of Copthall Road East in July this year.
2. A plan showing Copthall Road East and the extent of the Ickenham Parking Management Scheme Zone IC is attached as Appendix A to this report. The Ickenham Parking Management Scheme was introduced in part of Copthall Road East following a petition from residents and after extensive consultation and discussion with the local Ward Councillors which is set out in detail in the background papers listed at the bottom of this report.
3. This petition has been signed by residents from 22 properties in Copthall Road East and of these approximately 16 are situated within the new Parking Management Scheme area boundary. In the covering letter included with the petition the lead petitioner explains that following discussion with some of their neighbours, residents would have preferred a limited time waiting restriction to be installed in the road instead of the Parking Management Scheme. They go on to cite the benefits of a waiting restriction which would still allow some parking for their visitors and the nearby town centre outside of the restricted times of the day.
4. In light of the concerns raised by petitioners, it is possible to recommend that a review of the recently introduced scheme is carried out. Since the scheme has been introduced in part of Copthall Road East, some of the residents of neighbouring roads have also expressed concerns about non-residential parking transferring to their road. Some of these residents do not feel a permit parking scheme such as that implemented in Copthall Road East is the solution, reiterating the views of petitioners that limited time waiting restrictions may be more beneficial for this area. There has also been some concern that restrictions will cause further congestion around Breakspear Primary School and the Cabinet Member has already agreed to a review of the parking in this area within 12 months of the new scheme coming into operation. The roads included in this consultation will be agreed in liaison with the local Ward Councillors.

## **Financial Implications**

There are none associated with the recommendations to this report, however if the Council were to consider changing the current parking restrictions in Copthall Road East, Ickenham then funding would need to be identified from a suitable source.

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

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

To allow the Cabinet Member to consider the petitioners' request and available options the Council has to address these concerns.

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

If the Council subsequently decides to proceed with a review of the Parking Management Scheme in Copthall Road East and the surrounding area consultation will be carried out with residents.

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

Corporate Finance has reviewed this report and concurs with the financial implications noted above.

### **Legal**

There are no special legal implications for the proposal to discuss with petitioners their petition against the recent introduction of an extension to the Ickenham Parking Management Scheme in Copthall Road East, which amounts to an informal consultation. A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage. Fairness and natural justice requires that there must be no predetermination of a decision in advance of any wider non-statutory consultation.

The decision makers must ensure that there is full consideration of the representations that have been received and the Council has to consider its statutory duty under section 122 of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic. The statutory duty must be balanced with the concerns raised by any objectors.

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.

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

## **Corporate Property and Construction**

None at this stage.

## **Relevant Service Groups**

None at this stage.

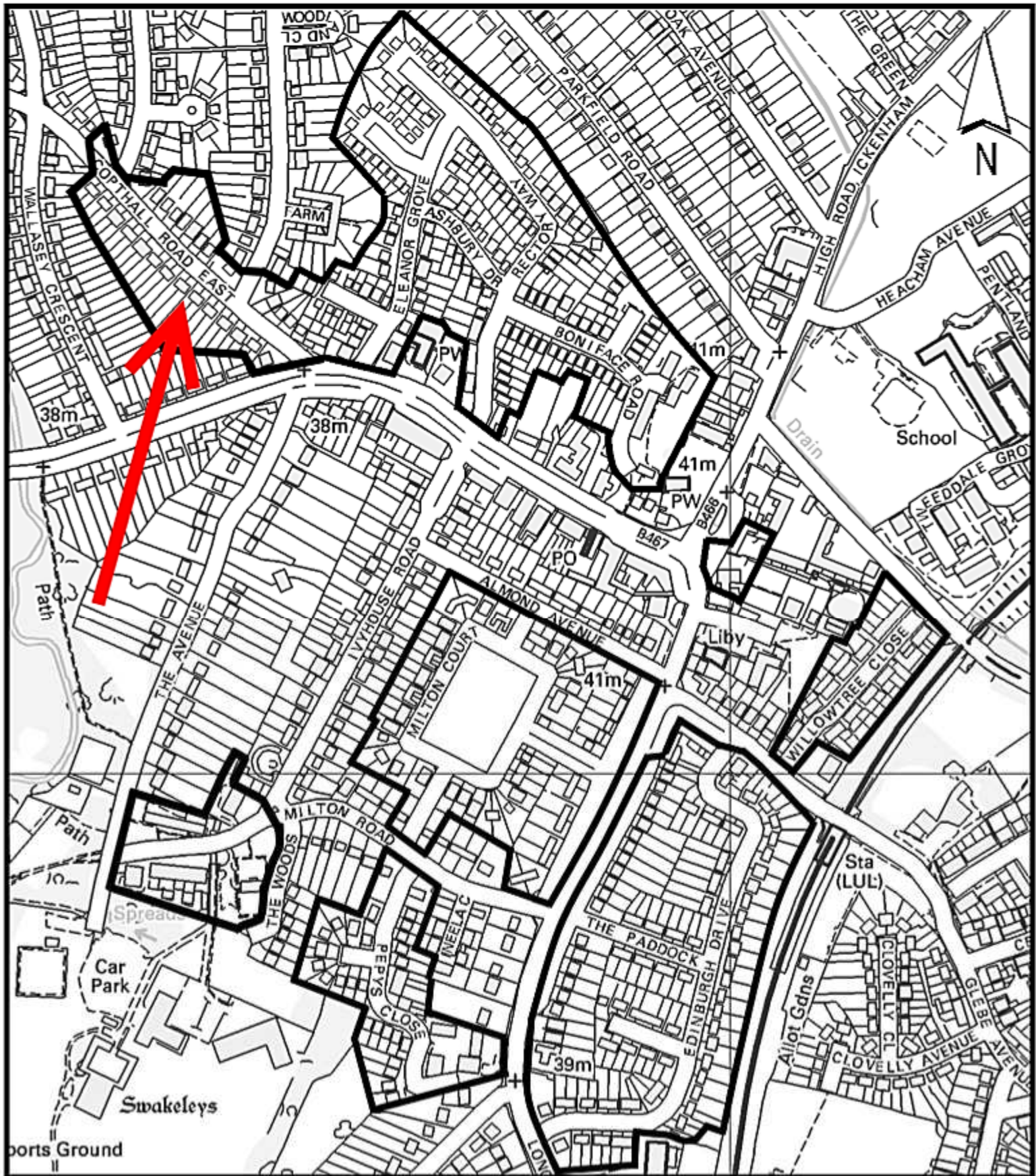
## **6. BACKGROUND PAPERS**

Capital Release and Cabinet Member Decision Notice – 13 January 2016

Results of Statutory Consultation for the Proposed Extension to the Ickenham Parking Management Scheme - 17 December 2015

Cabinet Member decision sheet published by Democratic Services – 9 April 2015

Ickenham Parking Management Scheme - Results of informal consultation on a possible extension to the scheme - 5 February 2015



# Ickenham Parking Management Scheme Zone IC

# Appendix A

Date July 2016  
Scale 1:5000



Extent of Ickenham Parking Management Scheme Zone IC



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## SANDOW CRESCENT, HAYES - PETITION ASKING FOR ALLOCATED PARKING FOR RESIDENTS

<b>Cabinet Member(s)</b>	Councillor Keith Burrows
<b>Cabinet Portfolio(s)</b>	Cabinet Member for Planning, Transportation and Recycling
<b>Officer Contact(s)</b>	Steven Austin Residents Services Directorate
<b>Papers with report</b>	Appendix A - Location plan

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition asking for allocated parking on the highway for residents of Sandow Crescent, Hayes
<b>Contribution to our plans and strategies</b>	The request can 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>	Botwell

### 2. RECOMMENDATION

Meeting with the Petitioners, the Cabinet Member:

1. discusses with petitioners their concerns with parking in Sandow Crescent, Hayes.
2. advises petitioners that the parking legislation does not allow the Council to provide an allocated bay on the highway ascribed to an individual resident.
3. notes the results of previous consultations in the area.
4. subject to the outcome of the above, decides if Sandow Crescent should be included in a future informal consultation on options to manage the parking in an area to be agreed with local Ward Councillors.

#### Reasons for recommendation

The petition hearing will provide a valuable opportunity to hear directly from the petitioners of their concerns and suggestions.

## **Alternative options considered / risk management**

None at this stage.

## **Policy Overview Committee comments**

None at this stage.

## **3. INFORMATION**

### **Supporting Information**

1. A petition with 40 signatures has been received by the Council asking for allocated parking spaces for residents of Sandow Crescent only. In a covering letter attached to the petition the lead petitioner has indicated that the problem of parking in their road is associated with non-residents using the nearby Hayes and Harlington Station. They go on to say that some vehicles are left for weeks at a time and the parking problem is now causing tension among residents of the road.
2. The lead petitioner has helpfully supplied a number of photographs which show the road is parked to capacity and that some irresponsible and obstructive parking is taking place that would prevent emergency vehicles from accessing the road.
3. Sandow Crescent is a residential cul-de-sac comprising of 16 maisonettes, none of which appear to have access to off-street parking. The road is relatively narrow with a carriageway width of approximately 4.3 metres, bounded on both sides by a footway of 1.4 metres wide. In 2008, the Council extended the existing double yellow lines at the junction with Nestle's Avenue on the northwest side of Sandow Crescent to improve access following concerns raised by local residents through the Council's road safety programme. In July 1996, the Council permitted vehicles to park on one side of Sandow Crescent with two wheels on the footway. A location plan is attached as Appendix A.
4. As the Cabinet Member will recall, Sandow Crescent has been subject to two previous consultations as part of an area wide consultation that took place in February and November 2014. On both occasions only 18% of the residents of Sandow Crescent took the opportunity to respond to the consultation. As the majority of roads in the area were against parking restrictions, combined with the disappointing levels of responses, the Council did not have the mandate to progress a scheme at that time.
5. The Cabinet Member will be aware that two petitions were recently submitted by residents of Black Rod Close and Nestle's Avenue which are both in immediate proximity of Sandow Crescent asking the Council for measures to address their parking problems. It would appear from the petitions that since the previous consultations the parking situation in the area has deteriorated.
6. It is therefore recommended that the Cabinet Member listens to the petitioners' concerns and, if appropriate, adds this request to the Council's extensive parking scheme programme for further consultation in an area agreed with local Ward Councillors.



## **Financial Implications**

There are no financial implications associated with the recommendations to this report. If works are subsequently required, suitable funding will need to be identified within the parking programme.

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

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

To allow the Cabinet Member an opportunity to discuss in detail with petitioners their concerns.

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

None at this stage.

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

Corporate Finance has reviewed this report and concurs with the financial implications noted above.

### **Legal**

There are no special legal implications for the proposal to discuss with petitioners their request for allocated parking in Sandow Crescent, Hayes which amounts to an informal consultation. A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage. Fairness and natural justice requires that there must be no predetermination of a decision in advance of any wider non-statutory consultation.

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.

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

### **Corporate Property and Construction**

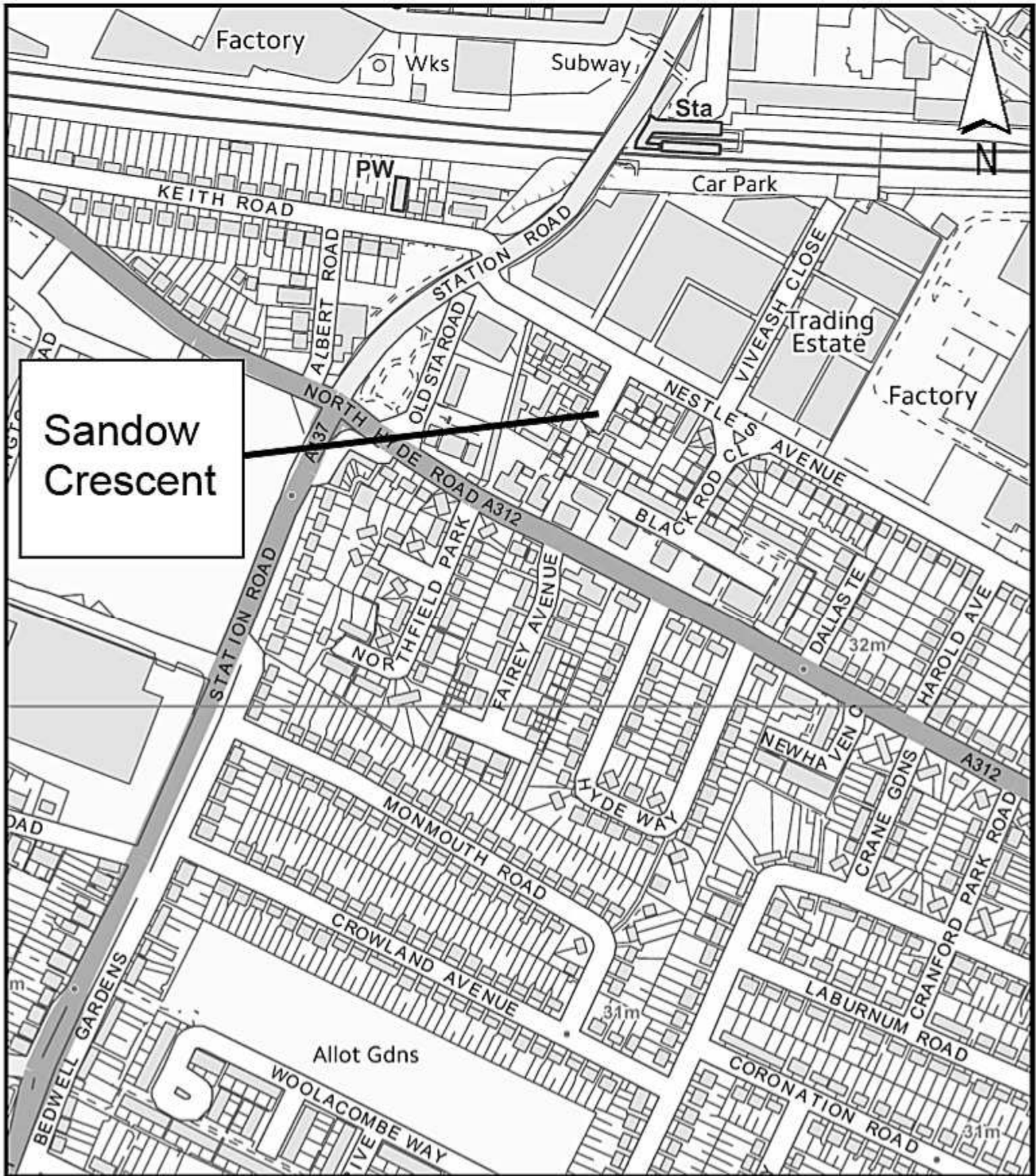
None at this stage.

### **Relevant Service Groups**

None at this stage.

## **6. BACKGROUND PAPERS**

None.



Sandow Crescent, Hayes - Location plan

Appendix A

Date September 2016

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## REGINALD ROAD, NORTHWOOD - PETITION FROM RESIDENTS ASKING FOR A CONSULTATION ON OPTIONS TO MANAGE THE PARKING IN THEIR ROAD

<b>Cabinet Member(s)</b>	Councillor Keith Burrows
<b>Cabinet Portfolio(s)</b>	Cabinet Member for Planning, Transportation and Recycling
<b>Officer Contact(s)</b>	Steven Austin Residents Services Directorate
<b>Papers with report</b>	Appendix A - Location plan Appendix B - Summary of responses

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition from residents of Reginald Road, Northwood asking the Council to consult on options to manage the parking in their road.
<b>Contribution to our plans and strategies</b>	The request can 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>	Northwood

### 2. RECOMMENDATION

**Meeting with the Petitioners, the Cabinet Member:**

- 1. discusses with petitioners their concerns with parking in Reginald Road, Northwood.**
- 2. subject to the outcome of the above, asks officers to add the request to the Council's extensive parking programme for further informal consultation in a possible area agreed with local Ward Councillors.**

#### **Reasons for recommendation**

The petition hearing will provide a valuable opportunity to hear directly from the petitioners of their concerns and suggestions.

## **Alternative options considered / risk management**

None at this stage.

## **Policy Overview Committee comments**

None at this stage.

## **3. INFORMATION**

### **Supporting Information**

1. A petition with 20 signatures has been submitted to the Council from residents of Reginald Road, Northwood which represents 18 out of the 64 households (28%) in the road. However, in a covering letter the lead petitioner states:

*"I petitioned every house in Reginald Road regarding the parking situation on Saturday 18 June. Not the best time to do it, as only 21 residents in the whole street were at their properties at the time!*

*However, of those 21 people, 20 were in favour of looking at options on restricting non-residents parking, especially commuters and the large number of trade vehicles. Some of these people were very irate at the lack of consideration shown by some of those vehicle owners.*

*Only one person was totally against the idea of any restrictions."*

2. Reginald Road is a residential road situated just a short walk from Northwood town centre and London Underground Station. As many of the surrounding residential roads already benefit from a Parking Management Scheme, Reginald Road provides an attractive place to park for non-residents using the station or local amenities.

3. As the Cabinet Member will recall in February 2014, the Council undertook an area wide informal consultation with residents in the area adjoining the existing parking scheme on options to manage parking in their roads. A letter, information leaflet, questionnaire and reply paid envelope was delivered to every property in the area indicated on the plan shown in Appendix A. 39 residents out of 64 households, including Ross Haven Close (61%) responded to this consultation. Of these, 36 indicated they were happy with the current parking situation and only three indicated support for a residents' permit parking scheme. A summary of all the responses to this consultation are attached as Appendix B to this report.

4. As the majority of residents from Reginald Road and all of the surrounding roads that were consulted did not support managed parking in their roads, it was recommended that the parking arrangements in the area should remain as existing.

5. As the Cabinet Member is aware, the Council has previously received a petition from residents of High Street, which is close to Reginald Road, also concerned with all day non-residential parking. It would therefore appear that the parking situation in the area may have changed and subject to the outcome of discussions with petitioners the Cabinet Member may

be minded to add this request to the Council's extensive parking scheme programme for further consultation.

6. As the Cabinet Member is aware, experience has shown that if a parking scheme is considered for one or two roads in an area, non-residential parking could transfer more widely. It is therefore suggested that subject to the outcome of the petition meeting, Ward Councillors are asked for their views on a suitable wider consultation area.

### **Financial Implications**

There are no financial implications associated with the recommendations to this report. If works are subsequently required, suitable funding will need to be identified within the parking programme.

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

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

To allow the Cabinet Member an opportunity to discuss in detail with petitioners their concerns.

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

None at this stage.

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

Corporate Finance has reviewed this report and concurs with the financial implications noted above.

### **Legal**

There are no special legal implications for the proposal to discuss with petitioners their request for a consultation on options to manage the parking on Reginald Road, Northwood, which amounts to an informal consultation. A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage. Fairness and natural justice requires that there must be no predetermination of a decision in advance of any wider non-statutory consultation.

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.

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

## **Corporate Property and Construction**

None at this stage.

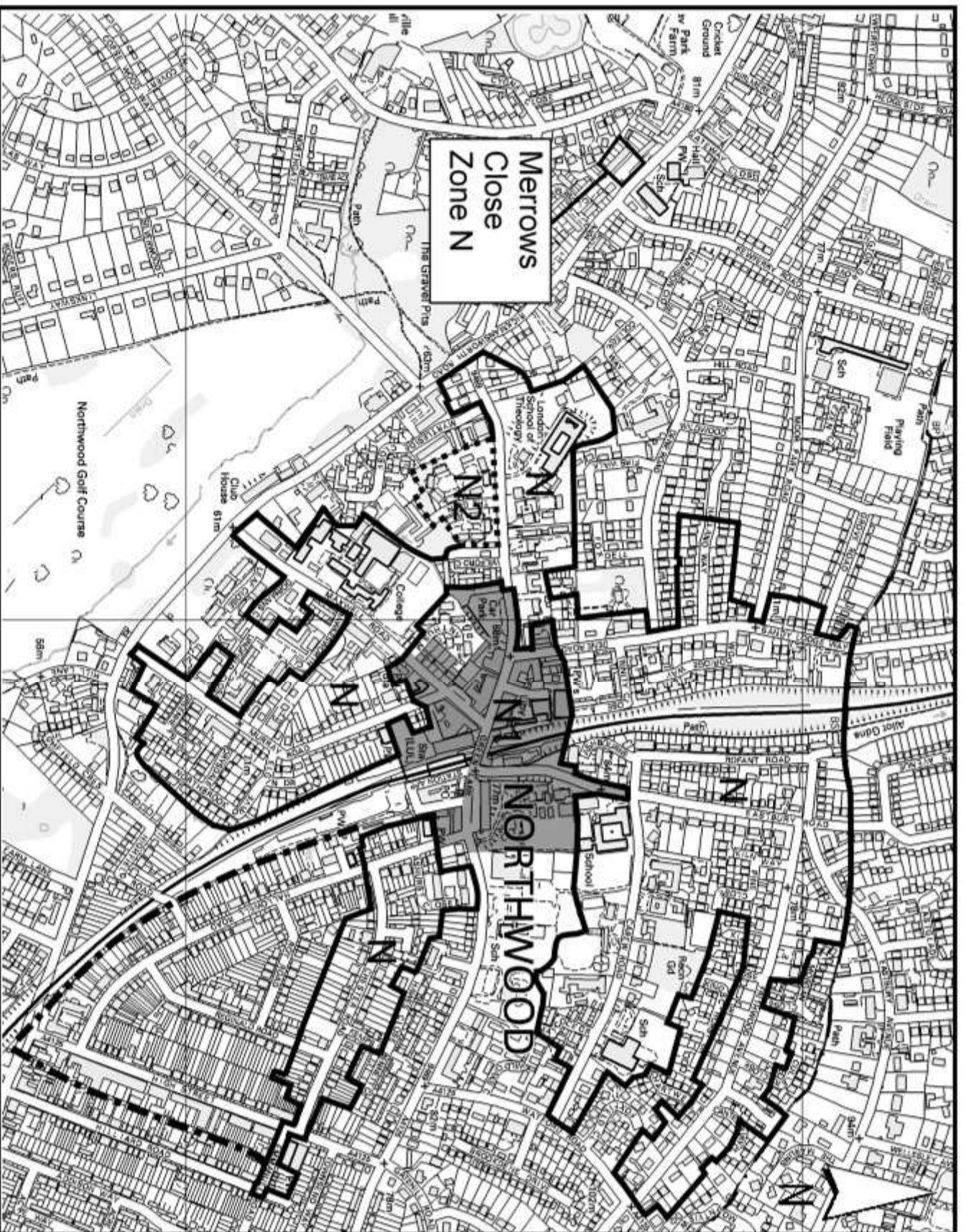
## **Relevant Service Groups**

None at this stage.

## **6. BACKGROUND PAPERS**

None.





Appendix A



Boundary of Northwood  
Parking Mangement Scheme Zone N



Boundary of Northwood Town Centre  
Parking Scheme Zone N1



Boundary of Northwood Parking  
Management Scheme Zone N2



Boundary of consultation area  
(Jan 2014)

Date Jan 2014  
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## Appendix B

NORTHWOOD PARKING SCHEME CONSULTATION RESIDENT & BUSINESS SURVEY - FEBRUARY 2014											
Road	Q1	Q2		Q3		Q3a		Void	No. Delivered	No. Returned	% Returned
		YES	NO	YES	NO	Yellow	White				
Barker Close	1	0		0		0	0	0	6	1	17%
Forge Close	2	0		0		0	0	0	7	2	29%
Hallowell Road	47	8		23		19	7	0	164	78	48%
High Street (Residents)	30	5		9		5	1	1	205	45	22%
Highfield Road	0	0		2		0	1	0	6	2	33%
Reginald Road (incld Ross Haven Place)	36	0		3		5	1	0	64	39	61%
Roy Road	24	3		8		7	2	0	45	35	78%
<b>TOTAL</b>	<b>140</b>	<b>16</b>		<b>45</b>				<b>1</b>	<b>497</b>	<b>202</b>	<b>41%</b>
<p>Q1 - Do you want <b>no changes</b> to the current parking arrangements in your road?</p> <p>Q2 - Do you want a <b>waiting restriction scheme</b> in your road ?</p> <p>Q3 - Do you want a <b>Parking Management Scheme (PMS)</b> in your road?</p> <p>Q3a - What is your preference for parking across your driveway?</p> <p><b>Option A - Yellow line</b> to prohibit parking across my driveway</p> <p><b>Option B- White line</b> and parking bay - to provide more parking</p>											
		No Change		Stop and Shop		Void			No. Delivered	No. Returned	% Returned
High Street (Stop and Shop - Businesses)		17		9		2			50	28	56

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## MYRTLESIDE CLOSE, NORTHWOOD - PETITION ASKING FOR A PARKING MANAGEMENT SCHEME

<b>Cabinet Member(s)</b>	Councillor Keith Burrows
<b>Cabinet Portfolio(s)</b>	Cabinet Member for Planning, Transportation and Recycling
<b>Officer Contact(s)</b>	Steven Austin Residents Services Directorate
<b>Papers with report</b>	Appendix A - Location plan

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition organised by The Myrtleside (Northwood) Company Limited asking for a Parking Management Scheme for Myrtleside Close, Northwood.
<b>Contribution to our plans and strategies</b>	The request can 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>	Northwood

### 2. RECOMMENDATION

Meeting with the Petitioners, the Cabinet Member:

1. discusses with petitioners their concerns with parking in Myrtleside Close, Northwood.
2. subject to the outcome of the above, asks officers to add the request to the Council's extensive parking programme for further informal consultation.

#### Reasons for recommendations

The petition hearing will provide a valuable opportunity to hear directly from the petitioners of their concerns and suggestions.

## **Alternative options considered / risk management**

None at this stage.

## **Policy Overview Committee comments**

None at this stage.

## **3. INFORMATION**

### **Supporting Information**

1. A petition has been submitted by a property management company signed by 43 residents of Myrtleside Close, Northwood. In a covering statement the lead petitioner states:

*"Myrtleside Close, Northwood currently experiences high levels of daily commuter parking causing significant parking congestion in the Close.*

*The top end of the roadway is mainly affected by the excessive commuter parking at present however, we would recommend the restrictions are applied to the whole road to avoid the problem being shifted from top to bottom."*

2. The lead petitioner then goes on to helpfully suggest residents would like to see the following parking provisions implemented;

*On the right hand side of the close as you enter we would propose:*

*Waiting restrictions - Single yellow line restriction Mon-Sat 10-11am and 3-4pm*

*On the left hand side as you enter we would propose:*

*Parking Management Scheme - Permit holders only Mon- Sat 10-11am and 3-4pm.*

*The proposed restriction times are currently in force in the neighbouring road, The Glen"*

3. Myrtleside is a residential road situated just a short walk from Northwood Town Centre, Northwood London Underground Station and is close to the London School of Theology. As the petition correctly states, many of the surrounding residential roads such as The Glen already benefit from a Parking Management Scheme. A location plan is attached as Appendix A. Following a site visit to Myrtleside Close it appears that some properties at the start of the Close benefit from private off-street parking and garages. The second section of the close which was developed later has some parking areas but these appear not to be allocated and from the Council's records appear to be part of the adopted highway.

4. The Cabinet Member will recall that, in 2008, the Council implemented 48 metres of double yellow lines on the southwest side of Myrtleside Close from the junction of Green Lane in order to deter non-residential parking on both sides of the road that restricted access for the larger refuse and emergency service vehicles.

5. However, as the Cabinet Member will be aware, since the beginning of the year the Council has received four petitions from roads in Northwood requesting measures to address non-residential parking, so the issue appears to be a growing local concern.

6. It is therefore recommended that the Cabinet Member listens to the petitioners' concerns and if appropriate, adds this request to the Council's extensive parking scheme programme for further consultation when resources permit.

### **Financial Implications**

There are no financial implications associated with the recommendations to this report. If works are subsequently required, suitable funding will need to be identified within the parking programme.

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

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

To allow the Cabinet Member an opportunity to discuss in detail with petitioners their concerns.

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

None at this stage.

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

Corporate Finance has reviewed this report and concurs with the financial implications noted above.

### **Legal**

There are no special legal implications for the proposal to discuss with petitioners their request for a parking scheme in Myrtleside Close, which amounts to an informal consultation. A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage. Fairness and natural justice requires that there must be no predetermination of a decision in advance of any wider non-statutory consultation.

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.

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

### **Corporate Property and Construction**

None at this stage.

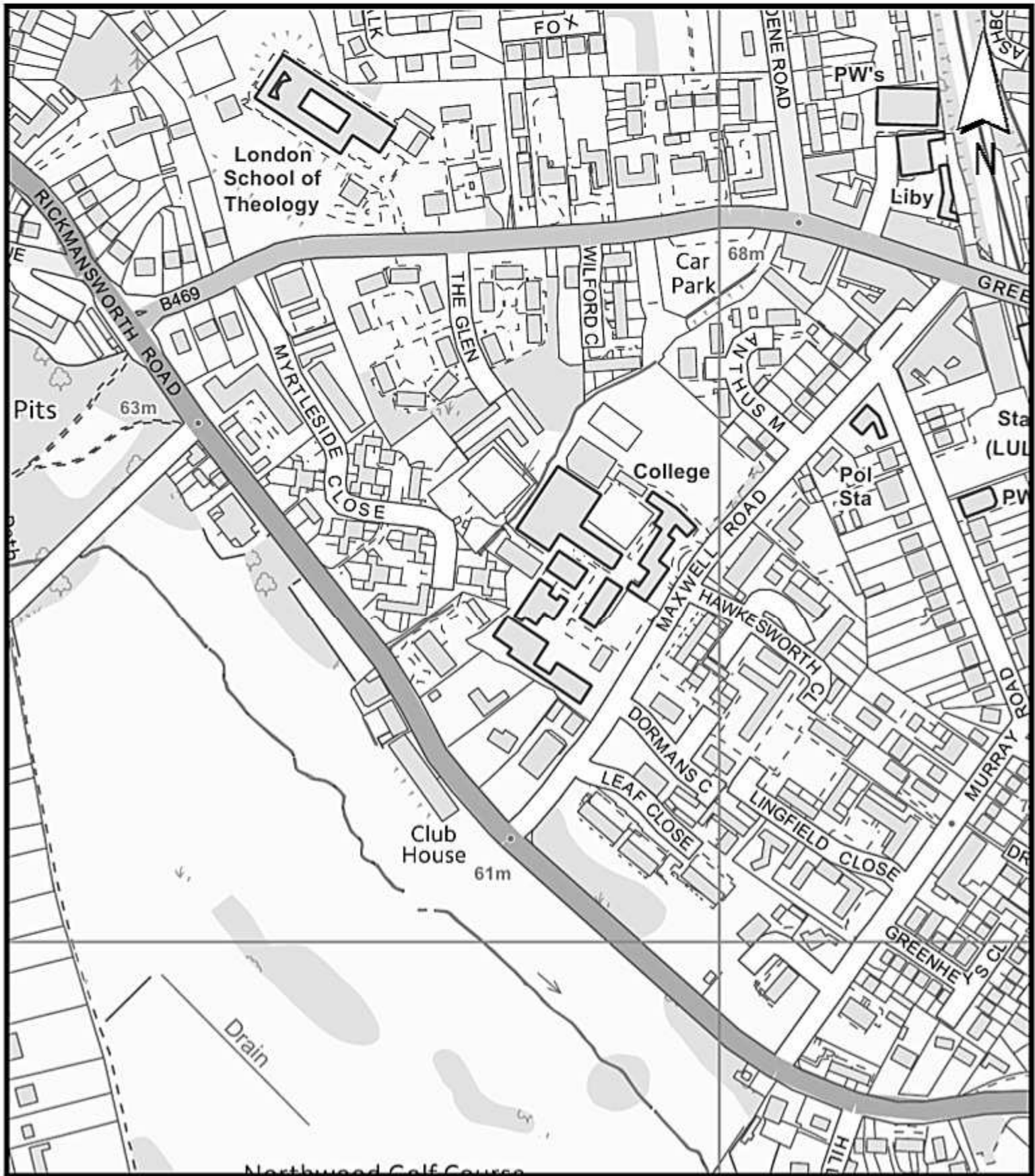
**Relevant Service Groups**

None at this stage.

**6. BACKGROUND PAPERS**

None.





Myrtleside Close, Northwood - Location plan

Appendix A

Date September 2016

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