



HILLINGDON  
LONDON



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

**Date:** WEDNESDAY,  
15 JUNE 2011

**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

## 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, 7 June 2011

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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>Pages</b>
<b>3</b>	7.00 p.m.	Robinwood Grove, Hillingdon - Petition requesting a residents parking scheme	Brunel	1 - 4
<b>4</b>	7.00 p.m.	Colham Manor Primary School - Petition Requesting School Permit Scheme	Yiewsley	5 - 8
<b>5</b>	7.30 p.m.	Queens Walk, Ruislip - Petition requesting a pedestrian crossing	Cavendish	9 - 12
<b>6</b>	8.00 p.m.	32 and 56 Long Lane, Ickenham - Petition requesting a single yellow line waiting restriction	Ickenham	13 - 16

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## ROBINWOOD GROVE, HILLINGDON– PETITION REQUESTING A RESIDENTS PARKING SCHEME

<b>Cabinet Member</b>	Councillor Keith Burrows
<b>Cabinet Portfolio</b>	Planning, Transportation and Recycling
<b>Officer Contact</b>	Danielle Watson
<b>Papers with report</b>	Appendix A

### HEADLINE INFORMATION

<b>Purpose of report</b>	To inform the Cabinet Member that residents of Robinwood Grove, Hillingdon have submitted a petition asking the Council to introduce 'residents only parking' in their road. This request can be considered in relation to the Council's programme for the introduction of managed parking schemes.
<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 none associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents and Environmental Services
<b>Ward(s) affected</b>	Brunel

### RECOMMENDATION

**That the Cabinet Member for Planning and Transportation:**

- 1. Discusses with petitioners their concerns with parking in Robinwood Grove.**
- 2. Subject to the outcome of the discussions with petitioners asks officers to place this request on the Council's parking programme for subsequent detailed investigation and consultation.**

### INFORMATION

#### Reasons for recommendation

Residents are asking for a residents' parking scheme; however following further discussions with petitioners other options may be identified which may be more appropriate to address their concerns.

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Cabinet Member meeting with Petitioners – 15 June 2011

## **Alternative options considered**

The residents have made a specific request for a resident permit parking scheme. However an informal consultation with residents may allow consideration of various options for measures to control parking in their road.

## **Comments of Policy Overview Committee(s)**

None at this stage.

## **Supporting Information**

1. A petition with 22 signatures has been received from residents of Robinwood Grove, which represents 77% of households in the road under the following heading:

*"I support the application of Robinwood Grove Residents Limited to have Robinwood Grove designated a Residents' Parking Permit Zone"*

2. Robinwood Grove is a small cul-de-sac just off Royal Lane, Hillingdon. The location is indicated on the plan attached as Appendix A to this report. The road is part public adopted highway with some private off-road parking leading to a gated residential development.

3. In a covering letter to the petition it has been pointed out there is significant competition for on-street parking from non-residents associated with local hospital staff and parents with children attending Bishopshalt School.

4. The Cabinet Member will be aware that Parking Management Schemes have expanded in the areas around Brunel University and Hillingdon Hospital and many of the roads in the area benefit from managed parking. It is likely that some parking may have transferred from these areas and with Robinwood Grove's close proximity to the school and local hospital this is clearly an attractive place for non-residents to park.

5. As the road is self contained it would appear to be viable, given the level of support from residents, to introduce managed parking. Consequently it is recommended to the Cabinet Member that subject to discussions with the petitioners a proposal could be added to the Council's overall parking programme so that consultation can be undertaken with residents offering options to address non-residential parking in their road. It is acknowledged the petitioners have specifically requested the introduction of a Residents' Permit Parking Scheme but it is the Council's normal practice to offer the alternative of limited time waiting restrictions if residents consider this a viable and effective option to prevent 'all day' non-residential parking.

6. It is therefore recommended that the Cabinet Member discusses with the petitioners their concerns with parking and their possible preferences for potential solutions and adds the request to the Council's parking programme.

## **Financial Implications**

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

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Cabinet Member meeting with Petitioners – 15 June 2011

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

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

To allow the Cabinet Member to discuss in detail with petitioners their concerns with parking in Robinwood Grove and explore possible options that could be introduced to address their issues.

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

None at this stage

## **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.

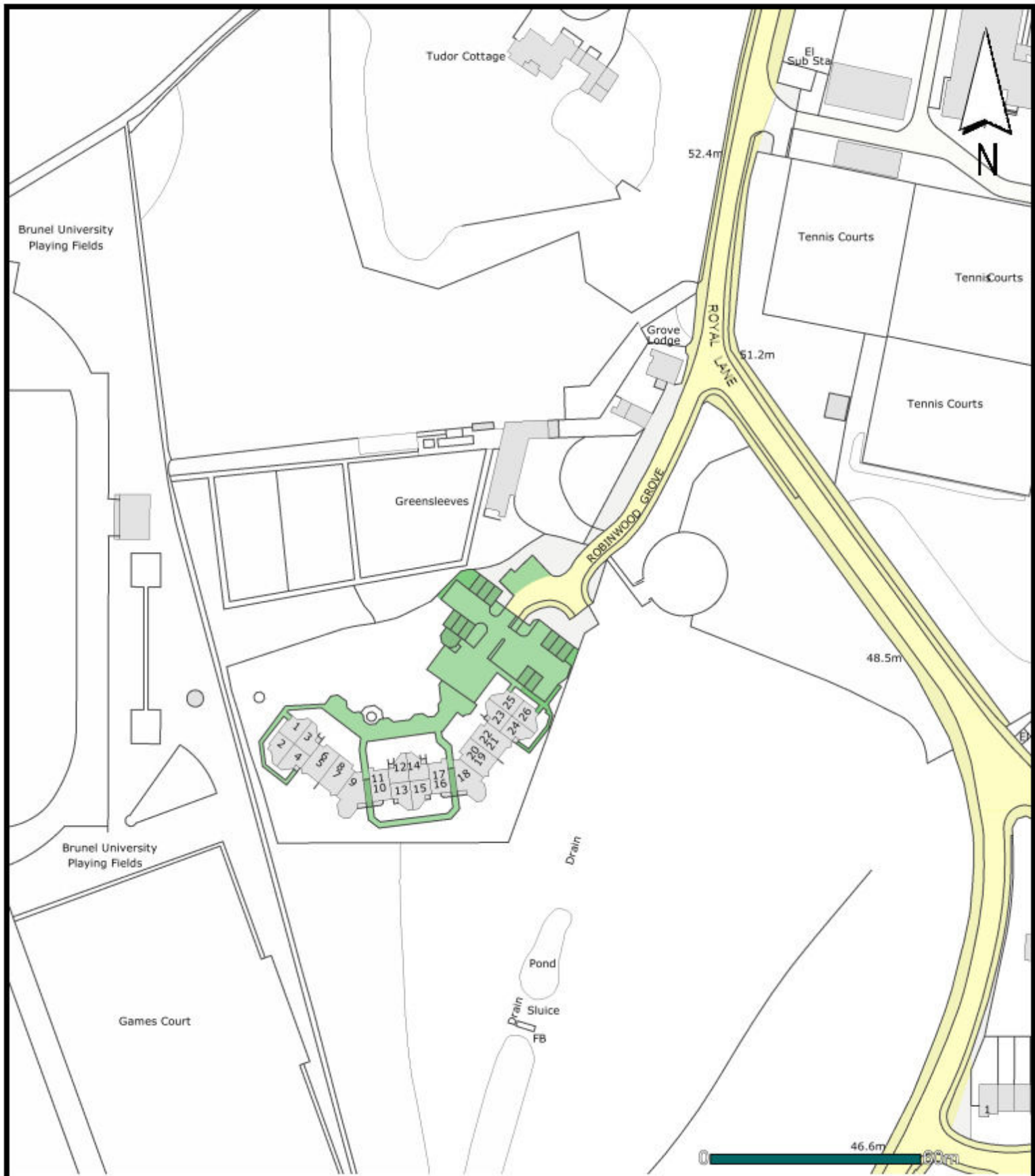
In considering any informal consultation responses, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer recommendation. The decision maker must be satisfied that responses from the public are conscientiously taken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

### **Corporate Landlord**

The report has no property implications and the Corporate Landlord has no comments.

## **BACKGROUND PAPERS**

Petition dated – 2<sup>nd</sup> September 2010



## Robinwood Grove - Location Plan

## Appendix A

Date November 2010

Scale 1:1,500



## COLHAM MANOR PRIMARY SCHOOL - PETITION REQUESTING A SCHOOL PERMIT SCHEME

**Cabinet Member**

Councillor Keith Burrows

**Cabinet Portfolio**

Cabinet Member for Planning, Transportation and Recycling

**Officer Contact**

Kevin Urquhart

**Papers with report**

Appendix A

### HEADLINE INFORMATION

**Purpose of report**

To inform the Cabinet Member that parents and guardians of children attending Colham Manor School and Children's Centre have organised a petition requesting the Council to implement a school permit scheme to allow them to park in the Hillingdon Hospital Parking Scheme at specific times of the day.

**Contribution to our plans and strategies**

The request can be considered in relation to the Council's strategy for on-street parking controls.

**Financial Cost**

There are none associated with the recommendation to this report.

**Relevant Policy Overview Committee**

Residents and Environmental Services

**Ward(s) affected**

Yiewsley

### RECOMMENDATION

**That the Cabinet Member:**

- 1. Discusses with petitioners and listens to their request for a School Permit Scheme.**
- 2. Subject to the outcome of 1. above, instructs officers to carry out parking stress surveys in roads close to the school to determine availability of spaces and to report the results back to the Cabinet Member and Ward Councillors.**

### INFORMATION

#### Reasons for recommendation

Parents and guardians have made a direct request for a school allows that permits parking within the residents parking scheme.

#### Alternative options considered

These will be discussed with petitioners.

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Cabinet Member meeting with Petitioners – 15 June 2011

## Comments of Policy Overview Committee(s)

None at this stage.

### Supporting Information

1. A petition with 93 signatures, which is likely to have been signed by parents or guardians of pupils attending Colham Manor School as well as local residents, has been submitted to the council under the following heading:

*“We the undersigned would like Hillingdon Borough to implement a School Permit Parking Scheme during Colham Manor School’s Collection and Drop-off times which are 9am to 9:30am, 11:15am to 11:45am, 12:45am to 1:15pm, 2:45pm to 3:45pm.”*

2. Colham Manor Primary School has two entrances, one in Violet Avenue and the other on Colham Green Road. Attached as Appendix A is a location plan indicating the extent of the existing parking scheme in relation to Colham Manor Primary School. In September 2009 an extension to the Hillingdon Hospital Parking Management Scheme was installed in the area which included roads close to the school, where previously parents parked their vehicles for short periods of time to pick up or drop off their children.

3. In an accompanying letter submitted with the petition, the lead petitioner raises several concerns about the lack of picking up/dropping off facilities and parking either at the school or in the surrounding roads. It is suggested that the situation will be made worse if an extension to the existing Parking Management Scheme goes ahead, which local residents have recently been consulted upon. As a result petitioners are requesting a School Permit Scheme be introduced in the area to allow parents and guardians to park close to the school at specific times of day. They are asking that the permits should allow parking in Lavender Road initially but also be extended to any roads included in subsequent extensions to the scheme.

4. Whilst the request for a School Permit Scheme may be viable it is not clear if it will be supported by the local residents in the area. Many residents of Lavender Road and Violet Avenue when consulted on a possible Parking Management Scheme specifically commented, whilst supporting a scheme in their road, that they were experiencing difficulties with finding a parking place close to where they live which they associated with parking attached to the hospital and school.

5. Clearly there is a risk of conflict between the wishes of residents and parents/guardians of the school children at Colham Manor Primary School. It is therefore suggested that the Cabinet Member meets with the petitions in order to understand the detail of their concerns and to hear any suggestions they have. Subject to the outcome of this discussion the Cabinet Member may wish to consider instructing officers to conduct a parking-stress survey in the roads surrounding the school to establish if there is enough space within the current Parking Management Scheme for both the local residents and the parents to park and report the results of the survey back to the local Ward Councillors and the Cabinet Member for further consideration.

## **Financial Implications**

There are no financial implications related to the recommendation of this report. However, if the Council subsequently decides to implement a School Permit Scheme there may be some associated costs for introducing the school permit scheme. However, these should be off-set by the annual charge for each permit of £20 that covers the costs administrating the scheme.

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

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

To allow the Cabinet Member to discuss in detail with petitioners their concerns and explore possible options that could be introduced to address their issues.

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

None at this stage

## **CORPORATE IMPLICATIONS**

### **Corporate Landlord**

The report has no significant property implications and the Corporate Landlord has no comments.

### **Legal**

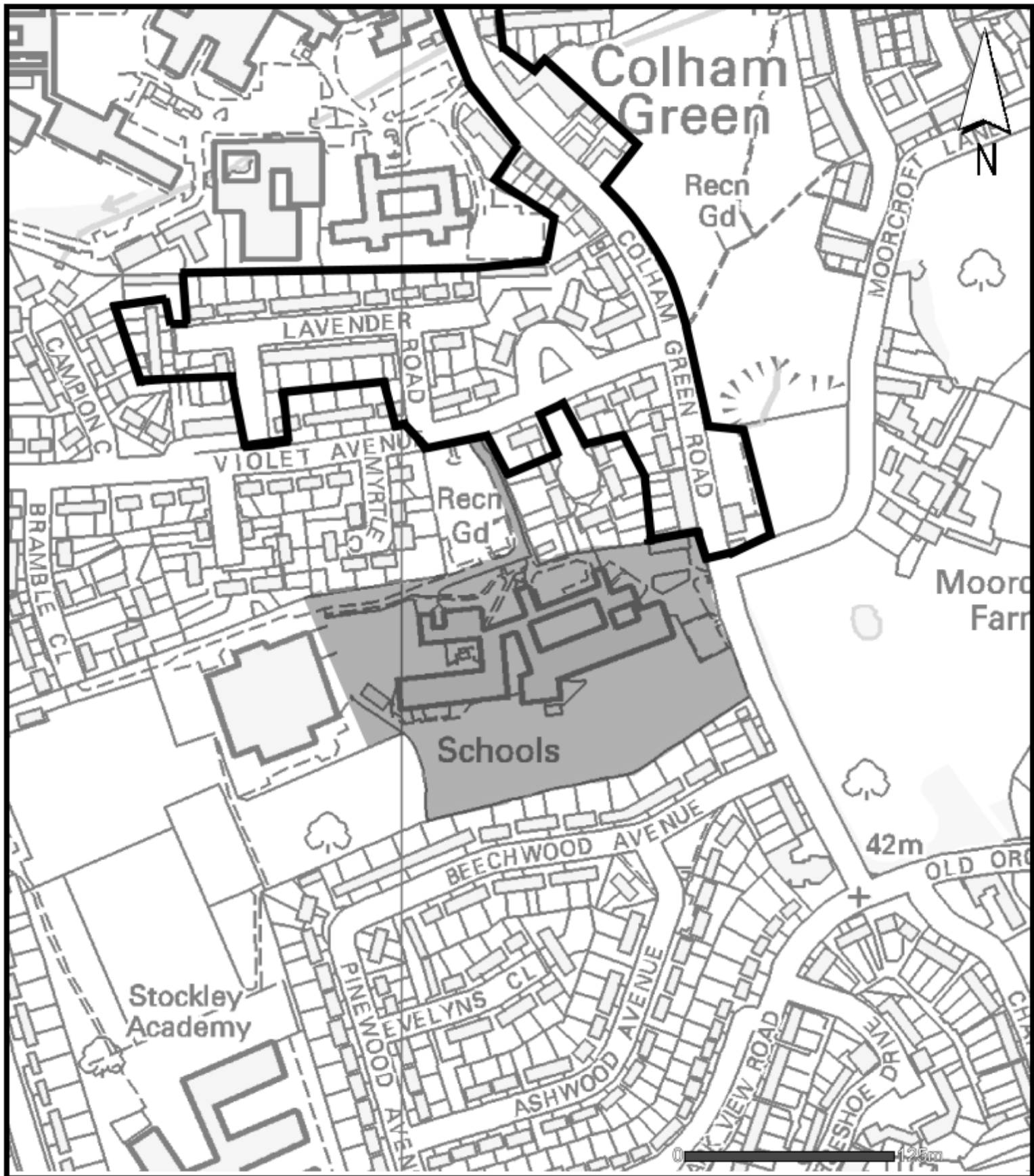
At this stage that no are no special legal implications arising from this report.

Following discussions with petitioners and the results of parking stress surveys in the identified areas, 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 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**

Petition dated – 16<sup>th</sup> September 2010



# Colham Manor Primary School and Hillingdon Hospital Parking Management Scheme

## Appendix A

Date November 2010

Scale 1:3,000



Extent of Hillingdon Hospital Parking Management Scheme



Colham Manor Primary School

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## QUEENS WALK, RUISLIP – PETITION REQUESTING A PEDESTRIAN CROSSING.

<b>Cabinet Member</b>	Councillor Keith Burrows
<b>Cabinet Portfolio</b>	Cabinet Member for Planning, Transportation and Recycling
<b>Officer Contact</b>	Danielle Watson Planning, Environment, Education and Community Services
<b>Papers with report</b>	Appendix A

### HEADLINE INFORMATION

<b>Purpose of report</b>	To advise the Cabinet Member that a petition has been received from local residents requesting the installation of a pedestrian crossing on Queens Walk, near the junction of West Mead.
<b>Contribution to our plans and strategies</b>	The request can be considered as part of the Council's Road Safety Programme.
<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>	Cavendish

### RECOMMENDATION

**That the Cabinet Member;**

- 1. Meets and discusses with petitioners their request for the installation of a pedestrian crossing on Queens Walk, near the junction of West Mead.**
- 2. Subject to the outcome of the discussions with petitioners, asks officers to undertake a feasibility study for the possible installation of a pedestrian crossing under the Road Safety Programme and report back to the Cabinet Member.**

### INFORMATION

#### Reasons for recommendation

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

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Cabinet Member meeting with Petitioners – 15 June 2011

PART 1 – MEMBERS, PUBLIC AND PRESS

## **Alternative options considered**

These can be identified from the discussions with the petitioners.

## **Comments of Policy Overview Committee(s)**

None at this stage

## **Supporting Information**

1. A petition with 78 signatures has been received from residents in the local area requesting the installation of pedestrian crossing on Queens Walk, near the junction of West Mead under the following heading:

*“Petition for Pedestrian Crossing on Queens Walk, Ruislip”*

2. The petition organiser points out in an accompanying letter with the petition that her children attend St Swithun Wells RC Primary School, Hunters Hill and the route to school means they have to cross on Queens Walk, near the junction of West Mead which is an extremely busy junction as there are vehicles approaching from four different directions. It is also suggested that a crossing will not only improve road safety at the junction but also slow down the traffic on Queens Walk as vehicles travel at high speeds.

3. Queens Walk is a residential road aligned north-south extending between Whitby Road and Victoria Road. There are four schools within local proximity of Queens Walk, Ruislip, St Swithun Wells RC Primary School, Deanesfield Primary School, Queensmead Comprehensive School and Field End School.

4. The Cabinet Member may recall a similar petition received in June 2009 requesting the installation of a pedestrian crossing on Queens Walk, north of the junction of Torcross Road. Consultation and detailed design was carried out on a suitable location and subsequently a zebra crossing was installed in the location indicated on Appendix A.

5. It is therefore recommended that the Cabinet Member discusses with petitioners their concerns, and subject to the outcome of above, asks officers to undertake a feasibility study for the possible installation of a pedestrian crossing under the Road Safety Programme.

## **Financial Implications**

There are none associated with the recommendations to this report, as feasibility studies can be undertaken in-house when resources permit. However, if the Cabinet Member subsequently considers and approves the introduction of a pedestrian crossing, suitable funding will need to be identified.

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

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

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

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Cabinet Member meeting with Petitioners – 15 June 2011

PART 1 – MEMBERS, PUBLIC AND PRESS

## **Consultation Carried Out or Required**

None at this stage

## **CORPORATE IMPLICATIONS**

### **Corporate Landlord**

The Corporate Landlord has no comments in respect of this proposal

### **Legal**

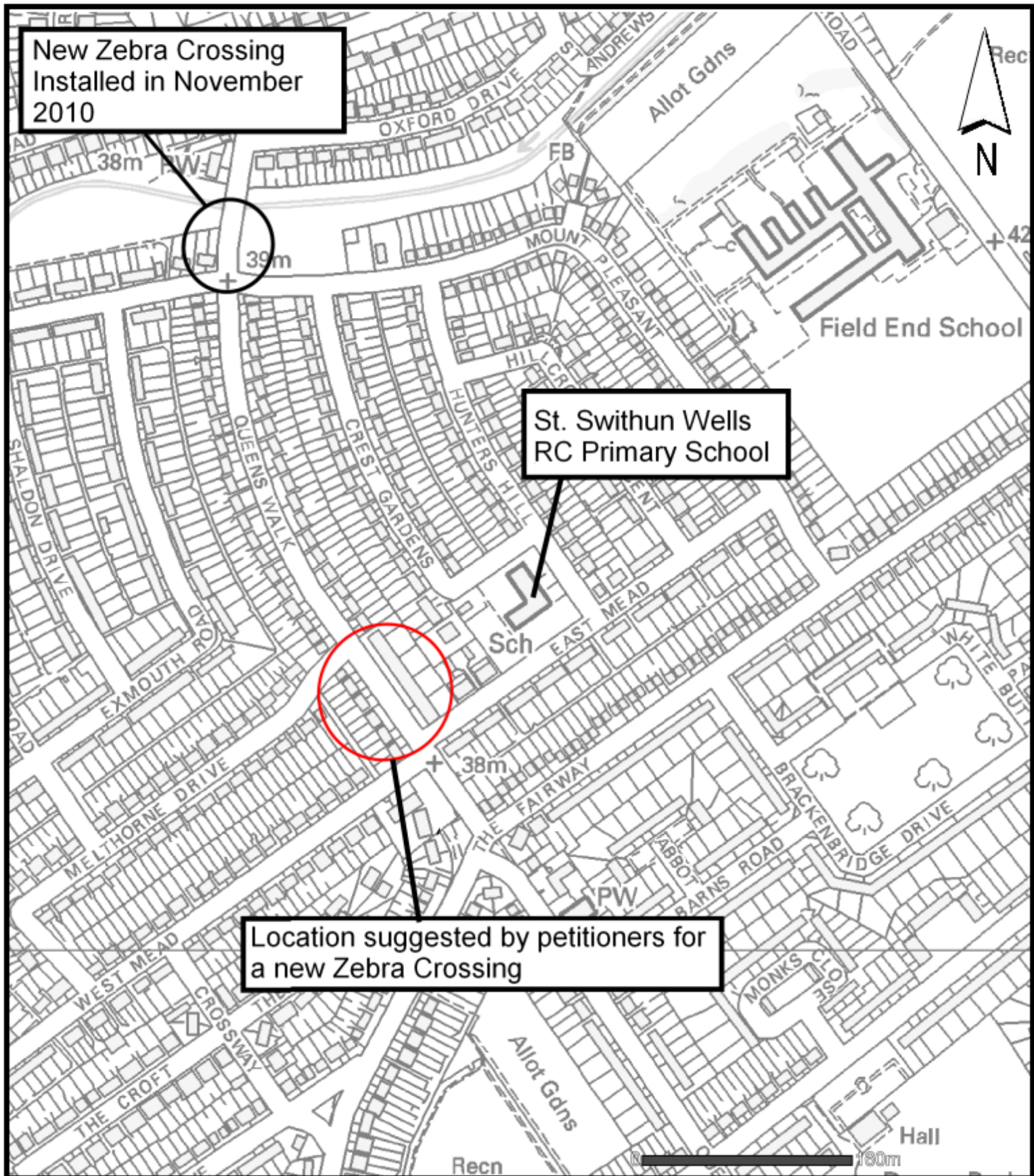
There are no special legal implications for the proposal, which amounts to an informal consultation. A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage. Fairness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

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**

Petition received – 22<sup>nd</sup> November 2010



Queens Walk, Ruislip - Petition requesting a Zebra Crossing

Appendix A

Date June 2011

Scale 1:4,000



## LONG LANE, ICKENHAM – PETITION REQUESTING LIMITED TIME WAITING RESTRICTIONS

**Cabinet Member**

Councillor Keith Burrows

**Cabinet Portfolio**

Cabinet Member for Planning, Transportation and Recycling

**Officer Contact**

Danielle Watson  
Planning, Environment, Education and Community Services

**Papers with report**

Appendix A

### HEADLINE INFORMATION

**Purpose of report**

To advise the Cabinet Member that a petition has been received from the majority of households living between Nos. 30-56 Long Lane, Ickenham asking for waiting restrictions on both sides of the service road in front of these properties.

**Contribution to our plans and strategies**

The request can be considered as part of the council's strategy for the control of on-street parking.

**Financial Cost**

There are none associated with the recommendations to this report.

**Relevant Policy Overview Committee**

Residents and Environmental Services

**Ward(s) affected**

Ickenham

### RECOMMENDATION

That the Cabinet Member;

1. **Meets and discusses with petitioners their request for the installation of limited waiting restrictions on both sides of the service road fronting Nos. 30-56 Long Lane, Ickenham.**
2. **Subject to the outcome of the discussions with petitioners asks officers to prepare options for an appropriate waiting restriction scheme for consultation with residents and report back the results.**

### INFORMATION

#### Reasons for recommendation

To fully investigate the request from petitioners who live in this section of Long Lane, Ickenham.

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Cabinet Member meeting with Petitioners – 15 June 2011

## **Alternative options considered**

None at this stage as residents have made a specific request for limited waiting restrictions.

## **Comments of Policy Overview Committee(s)**

None at this stage

## **Supporting Information**

1. A petition with 27 signatures has been received from residents living in the service road fronting Nos. 30-56 Long Lane, Ickenham which represents 86% of households in this part of the road under the following heading:

*"We the undersigned therefore being residents in Long Lane, Ickenham request that the London Borough of Hillingdon give consideration to a single yellow line waiting restriction being inserted on both sides of the slip road between numbers 32 and 56, and for a period of one hour preferably between 9am and 10am or 10 and 11am to prevent what is becoming a dangerous situation as the slip road is being used by schoolchildren attending either Douay Martyrs or Vyners School. This would also have an additional benefit in that it would allow residents who wish to use the local shops a place to park and walk now that Swakeleys Road is totally restricted."*

2. The area concerned is located south of Swakeleys Road, Ickenham and is very close to Ickenham London Underground Station and Ickenham Village centre shops. The location is indicated on the plan attached as Appendix A to this report.

3. The petition organiser points out in an accompanying letter with the petition that the majority of parking emanates from commuters from outside of the borough who park in the service road rather than use the adequate but under used station car park. It was also mentioned that because of parked vehicles close to dropped kerbs residents' visibility is reduced which makes it hazardous for residents to exit their driveway, particularly as children from the two local schools use the footway in front of their houses.

4. In view of the local proximity of the station and local facilities it is likely that all day non-residential parking is associated with commuters as this would appear to be a very convenient road to park as an alternative to the station car park.

5. The request from residents is acknowledged but the Cabinet Member will be aware that if waiting restrictions are introduced on one part of the network, it is likely to transfer the parking further along or into other roads. However the Cabinet Member will also recall that other roads in the area have either petitioned for parking controls or in some cases have had them already implemented. Therefore it is suggested the Council now considers this request and officers be asked to prepare options for consultation with local residents when resources permit.

## **Financial Implications**

There are none associated with the recommendations to this report. However, if suitable options are identified to address residents' concerns, it would need to be investigated in detail and funding would require a bid to be made from the Parking Revenue Account surplus.

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Cabinet Member meeting with Petitioners – 15 June 2011

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

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

To allow the Cabinet Member to discuss in detail with petitioners their concerns with parking in service road fronting Nos.30-56 Long Lane, Ickenham and explore possible options that could be introduced to address their issues.

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

None at this stage

## **CORPORATE IMPLICATIONS**

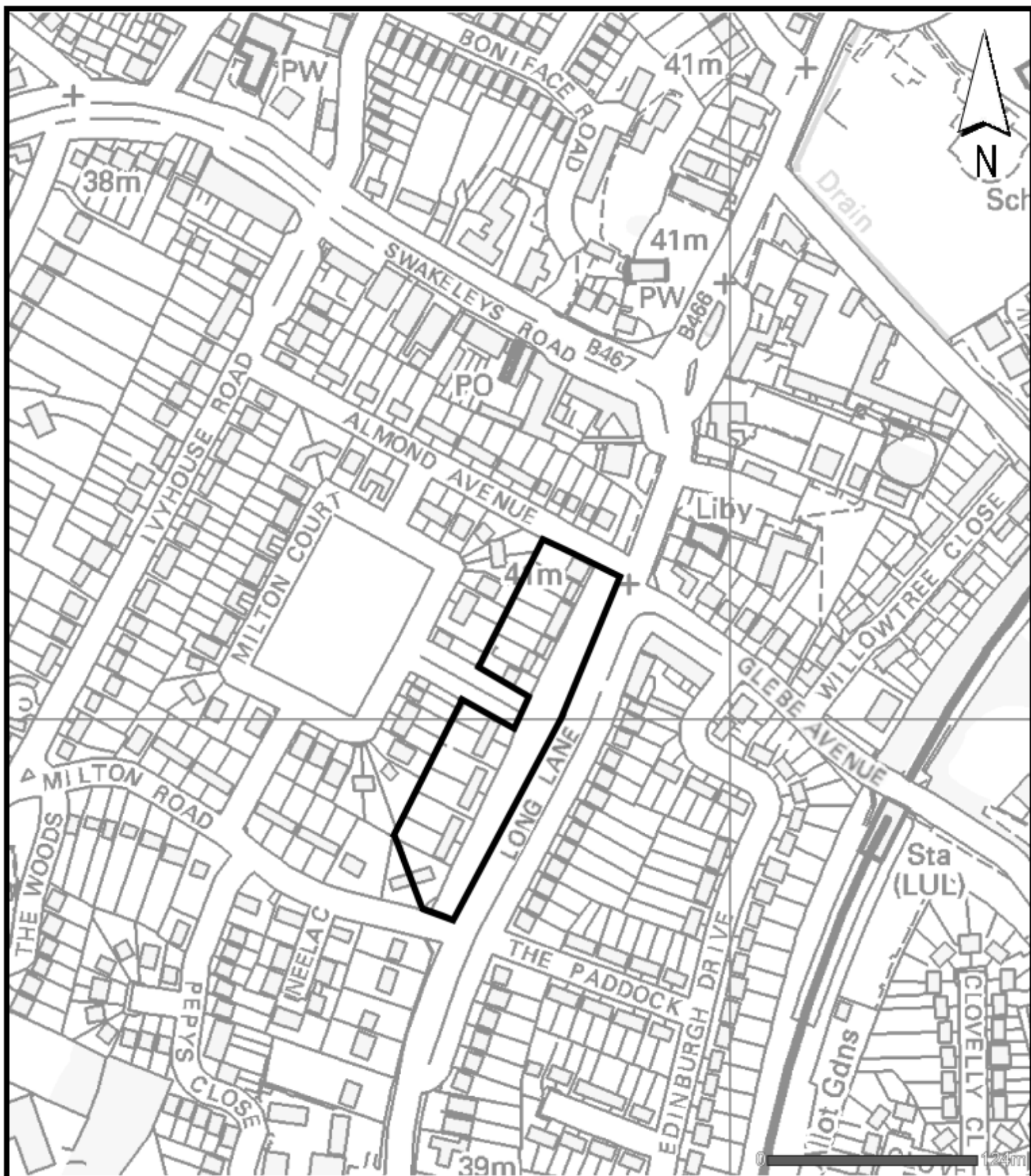
### **Legal**

In relation to recommendations 1 and 2, at this stage there are no special legal implications for the proposed actions outlined 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 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**

Petition received – 8<sup>th</sup> December 2010



## Nos. 30-56 Long Lane, Ickenham

## Appendix A

Date April 2011

Scale 1:3,000



Extent of the service road fronting  
Nos. 30-56 (even) Long Lane, Ickenham