



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

Date: WEDNESDAY, 14
SEPTEMBER 2011

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

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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.

Published: Tuesday, 6 September 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.

	Start Time	Title of Report	Ward	Page
3	7.00pm	Edinburgh Close, Ickenham - Petition relating to the Proposed Parking Management Scheme	Ickenham	1 - 8
4	7.00pm	Junction of Eastcote Road and Fore Street, Ruislip - Petition Requesting Traffic Calming Measures	Eastcote & East Ruislip	9 - 14
5	7.30pm	Morgans Lane, Hayes - Petition Requesting Reduction of Speed	Botwell	15 - 20
6	8.00pm	Wheelers Drive, Ruislip - Petition in Support of Waiting Restrictions	West Ruislip	21 - 28

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EDINBURGH CLOSE, ICKENHAM - PETITIONS RELATING TO THE PROPOSED PARKING MANAGEMENT SCHEME

Cabinet Member	Councillor Keith Burrows
Cabinet Portfolio	Cabinet Member for Planning, Transportation and Recycling
Officer Contact	Kevin Urquhart Planning, Environment, Education and Community Services
Papers with report	Appendix A
NOT FOR PUBLICATION This report contains confidential or exempt information	N / A

HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that residents of Edinburgh Close have objected to the proposed Parking Management Scheme within their road.
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 to the recommendation of this report.
Relevant Policy Overview Committee	Residents' and Environmental Services
Ward(s) affected	Ickenham

RECOMMENDATION

That the Cabinet Member:

1. **Notes that two separate petitions have been received, one objecting to the proposals for parking restrictions and one broadly in support of them.**
2. **Discusses with petitioners and listens to their concerns regarding the proposed parking scheme in their road.**

3. **Subject to the outcome of 2. above, instructs officers to investigate options for Edinburgh Close and report back to the Cabinet Member and local Ward Councillors.**

INFORMATION

Reasons for recommendation

It is not clear from the petition whether the residents are asking for changes to the proposed parking scheme or if they wish it to be deferred indefinitely. This will be established with petitioners at the Petition Hearing and, if necessary, through further detailed investigation by officers.

Alternative options considered

These will be discussed with petitioners

Comments of Policy Overview Committee(s)

Non at this stage.

Supporting Information

1. Two petitions have been submitted to the Council with regards to proposals for a Parking Management Scheme in Edinburgh Close, Ickenham.
2. The first petition, with 21 signatures signed by some of the residents of Edinburgh Close was submitted to the Council under the following heading:

“We strongly object to the proposed parking restrictions for Edinburgh Close. The duration of the restriction from 9.00am to 5.00pm is far too prohibitive. A reduced restriction time of say 9.00 to 11.00 am would potentially be more preferable, as this would prevent commuters and teachers parking outside our properties.

Also, the loss of at least three parking spaces outside properties 12 to 18, will increase the burden on the residents of those properties and therefore place more pressure on the lower numbered houses in the Close as there would be less space for residents and their visitors to park in. The residents of the Close are predominantly elderly and require the services of carers, cleaners, delivery and maintenance people to come and help them and therefore, having such extended hours restrictions would be inconvenient for them and also costly in having to purchase more parking permits.

Please take into account these objections when producing further proposals as we are sure that, many of the residents will have raised objections to the initial proposal. ”

3. The Cabinet Member will remember hearing a petition in February 2010 from residents of Edinburgh Drive asking for the introduction of a resident parking scheme. After listening to their concerns, the Cabinet Member asked officers to include Edinburgh Drive in the Council’s Parking Programme for subsequent consultation at the earliest opportunity.

The Cabinet Member and local Ward Councillors also asked that two adjoining roads, The Paddock and Edinburgh Close be included within this consultation to see if they would also support parking restrictions within their road. The layout of these three roads is shown in the plan attached as Appendix A.

4. An informal consultation was undertaken with these roads between 13th July – 3rd August 2010, to determine if there would be support for the installation of area wide parking controls. The majority of responses received from Edinburgh Drive and The Paddock indicated a preference to be included in a Parking Management Scheme with the operational times of Mon-Fri 9am-5pm. Responses received from Edinburgh Close indicated that the majority of residents preferred no change to the existing parking arrangements. The results were reported to Ward Councillors and the Cabinet Member in October 2010, who subsequently gave approval to begin the detailed design and statutory consultation for a residents' permit parking scheme in the Edinburgh Drive and The Paddock. However, it has become apparent where parking schemes have been introduced in other areas, that adjoining roads, which perhaps currently do not suffer unduly from non-residential parking and who decide not to be included, subsequently find that they experience parking transfer. In light of this experience the Cabinet Member asked that the residents of Edinburgh Close be re-consulted on the basis that adjoining roads could become part of a Parking Management Scheme.
5. The residents of Edinburgh Close were duly re-consulted between 14th December 2010 and 7th January 2011. Of the 17 consultation documents delivered 12 were returned representing a 71% response rate. Of the 12 households that responded 11 preferred to be included in a possible scheme and 1 preferred no change to the existing parking arrangements. As a result, Edinburgh Close was included in the next stage of statutory consultation on a detailed design along with Edinburgh Drive and The Paddock.
6. Statutory consultation was conducted over a three-week period from the 2nd February 2011 to 23rd February 2011 where residents were given the opportunity to inspect plans of the proposed scheme and asked for their comments. During this period, the Council received a petition from the residents of Edinburgh Close objecting to the proposed scheme.
7. Petitioners are objecting to the proposed scheme within Edinburgh Close as they feel that operational times of the scheme are too restrictive and the proposed parking bays do not provide enough parking for residents. Petitioners have suggested that the operational times of the scheme should be operational for only a couple of hours in the morning to prevent all day non-residential parking.
8. As it is not clear if petitioners are asking for the proposed scheme to be amended for their road or for the proposals to be deferred altogether, it is recommend that the Cabinet Member discusses with petitioners their concerns to determine a possible course of action that would address them.
9. In order for the rest of scheme in Edinburgh Drive and The Paddock not to be delayed, the responses to the consultation from all other roads have been included in a separate report to the Cabinet Member which will be considered in due course. Therefore the proposals in Edinburgh Close have been deferred until residents have had the opportunity to discuss in detail their concerns with the Cabinet Member.

10. In July, a second petition was received of less than 20 signatures requesting the parking scheme in Edinburgh Close be implemented at the same time as the rest of the scheme. As the residents' previous petition opposing the proposals in their current form has also yet to be heard, it is recommended that these two petitions be considered at the same time in order to assist the Cabinet Member in making a decision on how best to proceed. This petition was submitted under the following heading:

"We the undersigned of Edinburgh Close wish to request that residents parking goes into the Close.

We lodge this petition in revocation of any previous petition which we may have signed without fully understanding the facts."

Financial Implications

If a scheme were to be identified and developed for Edinburgh Close, the estimated cost to carry out formal consultation will be approximately £1,000. If this was subsequently implemented, it is estimated to cost approximately £1,500 which, subject to Cabinet Member approval, can be funded from a previous unspent allocation to Willow Tree Close Parking 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

Legal

The Council's power to make orders creating residents permit parking arrangements are set out in Part IV, Section 45 of the Road Traffic Regulation Act 1984. Section 45(3) of the Act states when determining the matter the Council shall consider, both in the interests of the traffic and owners and occupiers of adjoining properties;

- i) the need to maintain the free movement of traffic,
- ii) maintaining reasonable access to properties and
- iii) the extent to which there is off-street parking is available in the neighbourhood (both open and under cover) or would be encouraged by the making of an order

The consultation and order making statutory procedures to be followed in this case are set out in The Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996 (SI 1996/2489) (as amended by Local Authorities Traffic Orders (Procedure) (England and Wales) (Amendment) (England) Regulations 2009 (SI 2009/1116)). The Regulations provide that the Council may modify an order whether in consequence of any objections or otherwise, before an Order is made. If the modifications are considered by the Council to make a substantial change

to the Order the Council shall take steps it considers appropriate. These steps may include informing persons likely to be affected by the modifications and giving those persons an opportunity to make further representations for the Council's consideration.

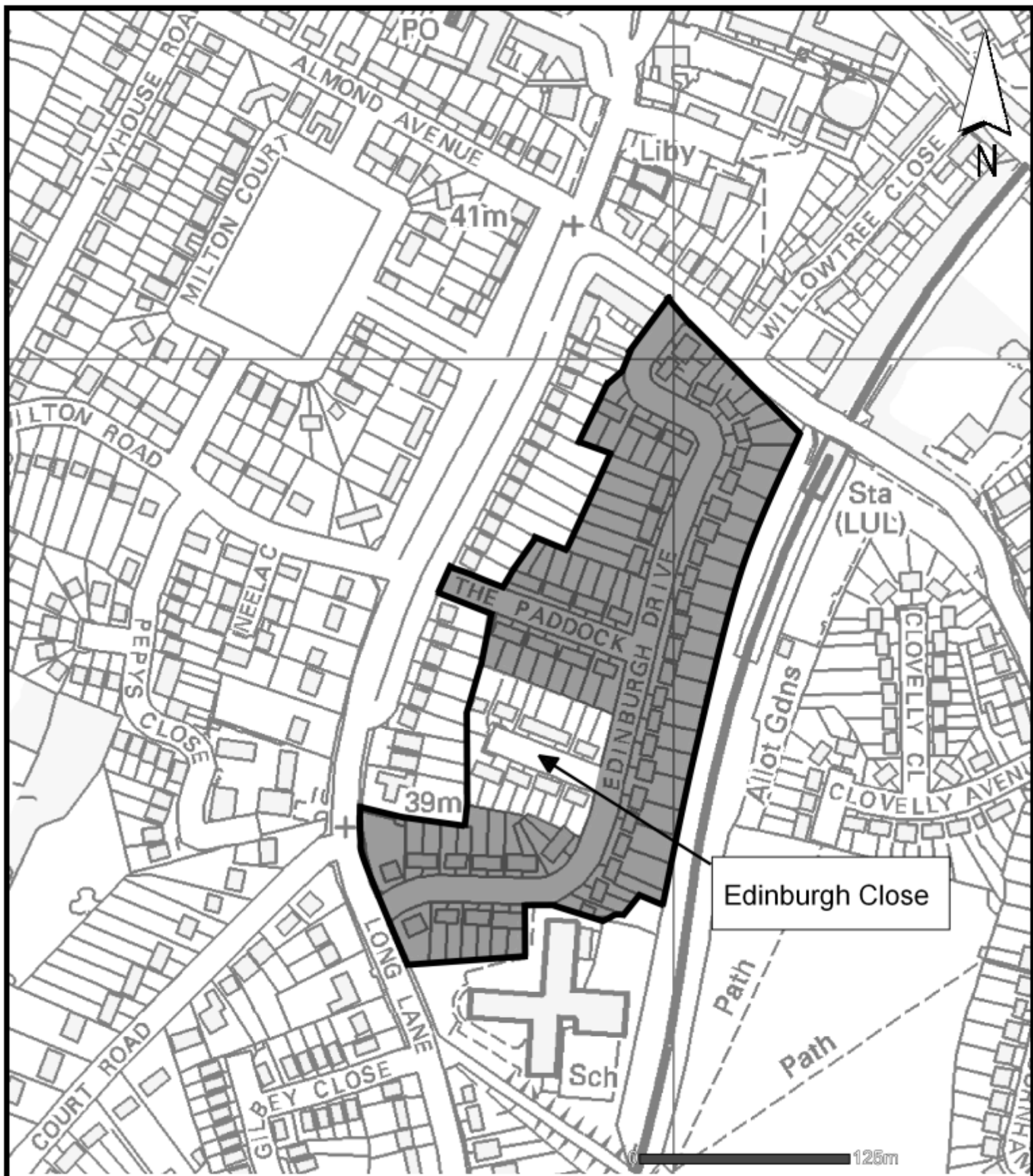
In considering all consultation responses, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer recommendation. The decision maker must be satisfied that responses from the public are conscientiously taken into account. If substantial amendments are proposed in light of representations received as part of a consultation, decision makers should consider whether it is appropriate to re consult on the amended proposals. In this particular case, a statutory consultation has effectively resulted in the proposal not being implemented and the petition seems to be suggesting substantial amendments to the proposal. If following the petition hearing, it is decided that an alternative scheme is desirable; a new statutory consultation must be carried out on the latest proposal.

BACKGROUND PAPERS

Petition dated – 20th February 2011

Petition dated – 14th July 2011

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Edinburgh Drive, The Paddock, Edinburgh Close

Appendix A

Date March 2011

Scale 1:3,000



Statutory consultation area
2nd - 23rd February 2011



Extent of Edinburgh Drive Parking
Management Scheme

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JUNCTION OF EASTCOTE ROAD AND FORE STREET, RUISLIP – PETITION REQUESTING TRAFFIC CALMING MEASURES

Cabinet Member	Councillor Keith Burrows
Cabinet Portfolio	Planning, Transportation and Recycling
Officer Contact	Catherine Freeman Planning, Environment, Education and Community Services
Papers with report	Appendix A
NOT FOR PUBLICATION This report contains confidential or exempt information	N/A

HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that a petition has been received asking for a roundabout to be installed at the junction of Fore Street and Eastcote Road.
Contribution to our plans and strategies	The request can be considered as part of the Council's strategy for road safety.
Financial Cost	There are no financial implications to this report.
Relevant Policy Overview Committee	Residents' & Environmental Services
Ward(s) affected	Eastcote and East Ruislip Ward

RECOMMENDATION

That the Cabinet Member:

1. **Meets with the petitioners to discuss in greater detail their concerns with road safety at the junction of High Road Eastcote and Fore Street.**
2. **Subject to (1), asks officers to place this request on the Council's Road Safety Programme for subsequent investigation and the development of possible options.**

PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with petitioners – 14 September 2011

3. **Subject to (1), instructs officers to liaise with the Police and local Safer Neighbourhoods teams to investigate and, if appropriate, undertake some local enforcement.**

INFORMATION

Reasons for recommendation

The Petition Hearing will provide an extremely valuable opportunity to hear directly from the petitioners of their concerns and suggestions.

Alternative options considered / risk management

These can be discussed in greater detail with petitioners.

Comments of Policy Overview Committee(s)

None at this stage.

Supporting Information

1. A petition with 409 signatures has been submitted to the Council under the following heading:

“We the undersigned, are writing to ask for a roundabout to be installed at the above junction [Fore Street and Eastcote Road] to improve road safety, enhance traffic calming and prevent further accidents and fatalities.”
2. In April 2011, a new zebra crossing was installed on High Road Eastcote, approximately 45 metres south of the junction with Fore Street, as part of the Section 278 Agreement for the RAF Eastcote development. The Section 278 Agreement also includes proposals for a vehicle activated sign on Eastcote Road on both approaches to the recently installed zebra crossing. These measures aim to help moderate vehicle speeds on this section of Eastcote Road. A location plan for the junction of High Road Eastcote and Fore Street is attached as Appendix A. Previously in 2009 a 20mph zone and traffic calming measures were introduced into Fore Street.
3. Analysis of the police reported personal injury accident data records for the three year period ending February 2011 shows that there have been 4 accidents with slight injuries at the junction of High Road Eastcote and Fore Street. One accident involved a vehicle travelling southbound on High Road Eastcote which lost control and hit a lamp column. Another accident involved a vehicle travelling northbound on Eastcote Road which was indicating left but did not turn and collided with a vehicle turning right out of Fore Street. Two accidents involved pedal cyclists, one of which involved a cyclist turning right into Fore Street, which was hit by a vehicle turning right out of Fore Street and involved a cyclist colliding with the rear wheel of a vehicle.

4. In 1991, proposals were considered to provide a new roundabout at the Fore Street and High Road Eastcote junction as part of proposals for a new access road to the former Ministry of Defence site. At the time traffic modelling concluded that such a proposal would significantly increase delay times for vehicles on High Road Eastcote to an unacceptable level. There are also existing legitimate access needs for residents living near the junction. As a result the proposals were never progressed. However, it is suggested that the Cabinet Member meets with the petitioners to discuss in greater detail their concerns with speeding traffic and endeavour to determine options that officers could investigate in detail, as part of the Road Safety Programme that may have the support of residents, the emergency services and bus operators.
5. The Cabinet Member will also be aware that officers often liaise with the Safer Neighbourhood Teams (Metropolitan Police Service) and it is therefore suggested that input be sought from the Safer Neighbourhood Team responsible for the Eastcote and East Ruislip Ward.

Financial Implications

There are none associated with the recommendations to this report. The investigation of feasible measures can be carried out with in-house resources. However, if measures are introduced in Coronation Road, a budget will need to be identified.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

It will allow further consideration of the petitioners' concerns.

Consultation Carried Out or Required

Consultation with local residents would be carried out if suitable measures could be identified to address the petitioners' concerns.

CORPORATE IMPLICATIONS

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. However, when exercising its highway authority functions, the Council is under a duty to secure the expeditious, convenient and safe movement of vehicular and other traffic.

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 requesting a roundabout at the junction of Eastcote Road and Fore Street, received on 22nd March 201.

Notes:

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Project
Junction of Eastcote Road /
Fore Street, Eastcote

Description
Location plan

Scale
NTS

Drawn
CF

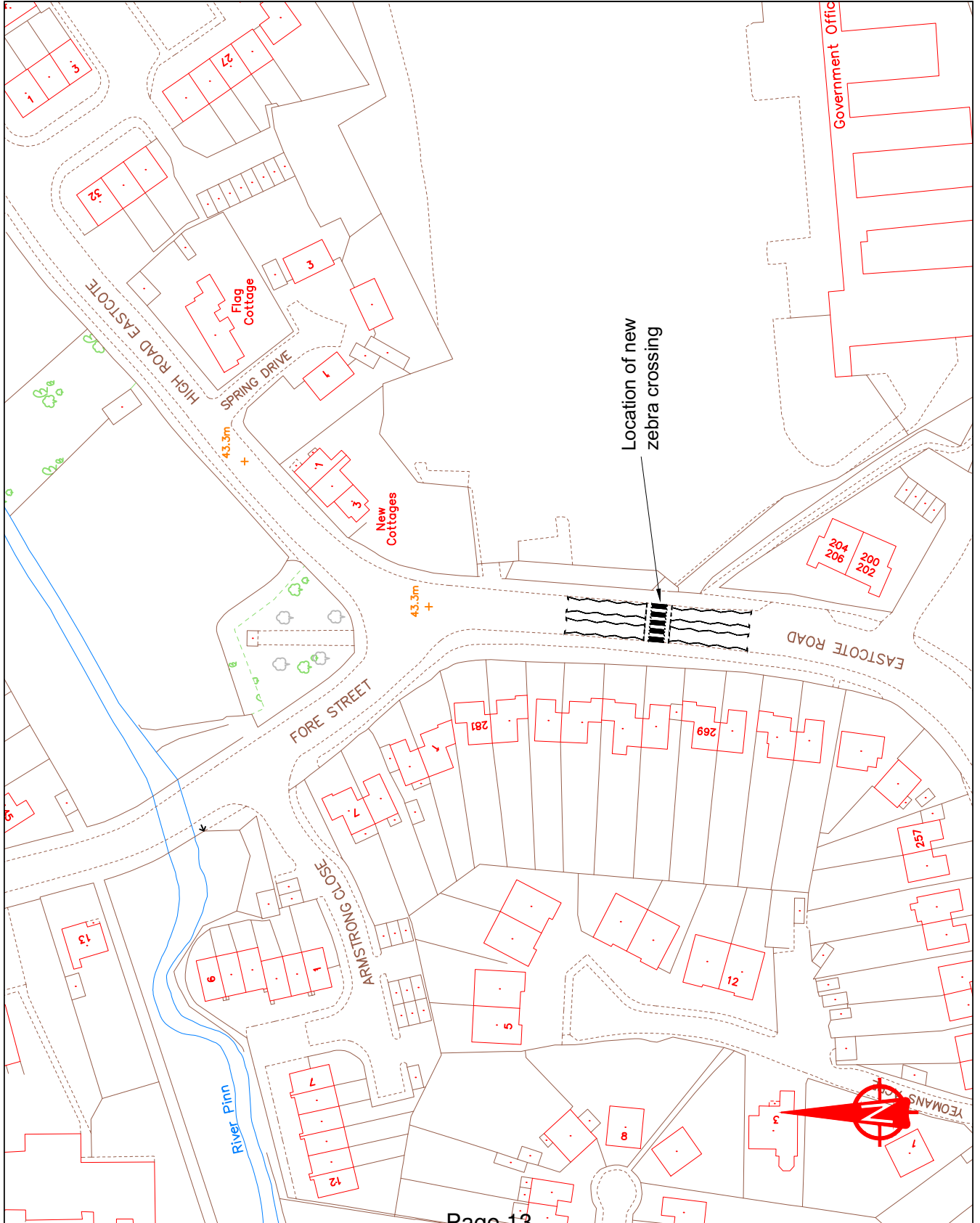
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Project No.

Drawing No.

Rev.



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MORGANS LANE, HAYES – PETITION REQUESTING REDUCTION OF SPEED	
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Cabinet Member	Councillor Keith Burrows
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Cabinet Portfolio	Cabinet Member for Planning, Transportation and Recycling
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Officer Contact	Danielle Watson Planning, Environment, Education and Community Services
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Papers with report	Appendix A
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HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that a petition has been received from residents living in Morgans Lane, Hayes, requesting a reduction of speed in Morgans Lane.
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Contribution to our plans and strategies	The request can be considered as part of the Council's Road Safety Programme.
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Financial Cost	There are none associated with the recommendations to this report.
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Relevant Policy Overview Committee	Residents and Environmental Services
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Ward(s) affected	Botwell
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RECOMMENDATION

That the Cabinet Member:

1. **Meets and discusses with petitioners their concerns with speeding traffic in detail and the possible options to address issues that would be acceptable to residents.**
2. **Subject to the outcome of the discussions with petitioners, asks officers to include the request and possible options in the Road Safety Programme.**

PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with petitioners – 14 September 2011

- 3. Instructs officers to undertake a classified traffic volume and speed survey in Morgans Lane, Hayes.**
- 4. Asks officers to liaise with the Botwell Safer Neighbourhood Team as part of further investigations and to identify any appropriate enforcement actions.**

INFORMATION

Reasons for recommendation

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

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 42 signatures has been received under the following heading:

“Reduction of dangerous speed at Morgans Lane bend from Wood End Green Road. This matter has been raised on many occasions but with nothing ever done. Cars have been hit and damage caused but protests and cries for help have proved useless. Now an adult and two children have narrowly escaped death. Before serious injury or death occurs positive action must be taken. Vehicles see the wide road after Angel Lane roundabout and put their foot down and speed around the bend into Morgans Lane which although one way narrows considerably with parked cars either side. Morgans Lane is a busy through way to the Uxbridge Road but it is at less busy time when vehicles are not slowed by the weight of traffic and turn that bend at speeds of up to 70MPH straight into likely trouble. A car reversing from a drive at the other end of Morgans Lane has even been hit. This petition shows the concern that something must be done and done speedily before someone is seriously maimed.”

Of the signatures received, 41 were from residents of Morgans Lane (which represents 57% of the households) and one signature from a resident in Pillions Lane, Hayes.

2. Morgans Lane is a mainly residential road linking Wood End Green Road with Uxbridge Road. The location is shown on the plan attached as Appendix A to this report. A traffic regulation order was implemented in 1963 introducing one-way working from the roundabout at Wood End Green Road to Uxbridge Road, Hayes.
3. The police reported personal injury accident data for the 36 months ending April 2011 indicated there were no reported accidents in either Morgan’s Lane or in the section of Wood End Green Road from its junction with Angel Lane to Morgans Lane. However, two slight personal injury accidents were recorded on the Uxbridge Road at its junction

with Morgans Lane, Hayes. Both of these involved vehicles exiting Morgans Lane failing to give way and colliding with vehicles travelling westbound towards Uxbridge. Details of a hit and run incident from a resident of Morgans Lane was also submitted with the petition.

4. It is therefore recommended that the Cabinet Member discusses with petitioners their concerns and, subject to the outcome of above, asks officers to include the request and possible options in the Road Safety Programme and to undertake a 24/7 traffic volume and speed survey. It is also suggested that officers liaise with the Botwell Safer Neighbourhood Team as part of further investigations and to identify any appropriate enforcement actions.

Financial Implications

Any measures that are subsequently approved by the Council would require funding from the Road Safety Programme. At this stage, the estimated cost for these measures is unknown and will only be determined following investigation and consultation with residents.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

It will allow the Cabinet Member to discuss in detail with petitioners their concerns and possible measures to address the issues.

Consultation Carried Out or Required

None at this stage.

CORPORATE IMPLICATIONS

Legal

There are no specific legal implications relating to this report which seeks authority to carry out further investigations. No formal measures are proposed at this stage.

The Council, as highway authority for the road in question, has powers under Section 84 of the Road Traffic Regulation Act 1984 to make orders prohibiting motor vehicles from being driven at speeds exceeding that specified in the order.

The consultation and order making procedures to be followed in making traffic regulation orders are set out in Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996/2489. In particular, the following formal statutory consultation exercise must be followed prior to making a traffic regulation order:

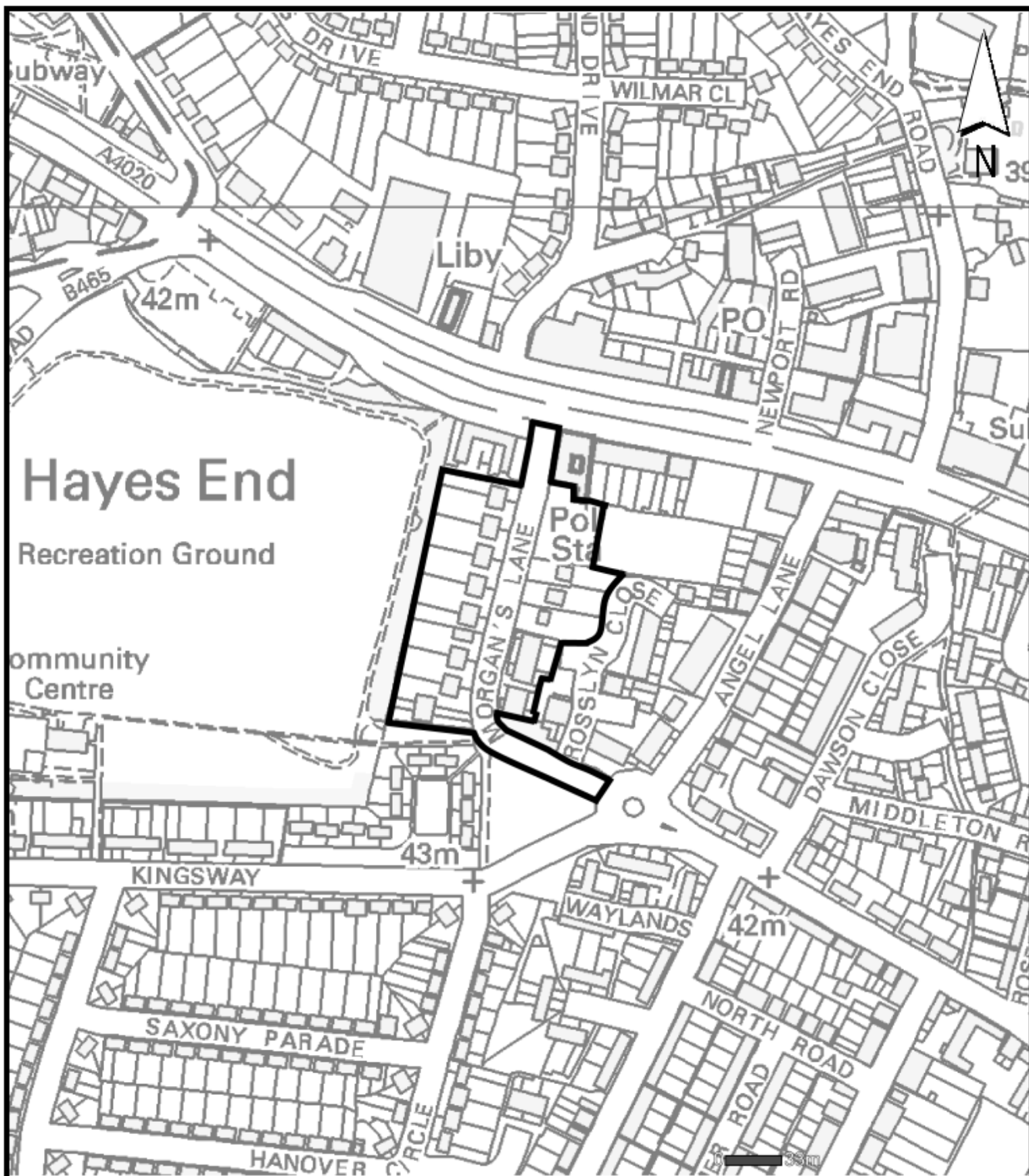
- notice of the proposed order must be published in a local newspaper;
- the Council must take such other steps as it may consider appropriate for ensuring that adequate publicity about the order is given to persons likely to be affected by its provisions including where appropriate, publicising the order in the London Gazette,

erecting notices in the locality of the affected road and formally writing to households in the located vicinity of the road.

Should a decision be taken to make the proposed order, section 85 of the Road Traffic Regulation Act 1984 and the Traffic Signs Regulations 2002 set out the signage requirements that would need to be observed.

BACKGROUND PAPERS

Petition received – 28th March 2011



Morgans Lane, Hayes

Appendix A

Date August 2011

Scale 1:3,000



Extent of Morgans Lane, Hayes

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WHEELERS DRIVE, RUISLIP – PETITION IN SUPPORT OF WAITING RESTRICTIONS	
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Cabinet Member	Councillor Keith Burrows
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Cabinet Portfolio	Cabinet Member for Planning, Transportation and Recycling
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Officer Contact	Steven Austin Planning, Environment, Education and Community Services
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Papers with report	Appendices A & B
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HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that a petition has been received from residents living in and close to Wheelers Drive, Ruislip indicating they do not object to possible waiting restrictions in a small section of Wheelers Drive, Ruislip.
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Contribution to our plans and strategies	The request can be considered as part of the Council's Road Safety Programme.
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Financial Cost	
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Relevant Policy Overview Committee	Residents' and Environmental Services
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Ward(s) affected	West Ruislip
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RECOMMENDATION

That the Cabinet Member:

- 1. Meets and discusses with petitioners in detail their concerns they are experiencing with parking in their road.**
- 2. Subject to 1 above, asks officers to identify suitable options to address these which will be acceptable to residents.**

PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with petitioners – 14 September 2011

INFORMATION

Reasons for recommendation

It is understood from the petition that some residents have indicated that they would not object to possible “at any time” waiting restrictions on one side of the Wheelers Drive and Leaholme Way junction. However, the Cabinet Member will be mindful that previous proposals have met with strong local opposition.

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 32 signatures has been received from residents living in and close to Wheelers Drive, Ruislip under the following heading:

‘Petition – No objection to waiting restriction in Wheelers Drive (Local residents).’

The petition was signed by 11 households of Wheelers Drive, 14 households of Leaholme Way, 3 households of Wyteleaf Close and 2 from Ladygate Lane. In an accompanying email attached to the petition the lead petitioner suggests that the residents were not aware of an amended “At any time” waiting restriction proposal included as Appendix B to this report and would have no objections to them.

2. In October 2008, a request was received from a resident of Wheelers Drive requesting the installation of “At any time” waiting restrictions at the junction of Wheelers Drive and Leaholme Way. The resident stated that vehicles parking close to the junction resulted in larger vehicles experiencing access problems, and that vehicles parking opposite this resident’s drive restricted access and egress to their off-street parking.
3. Following site visits to the location and subsequent photographic evidence provided by the resident, a scheme was developed for “At any time” waiting restrictions at the junction of Wheelers Drive, Wallington Close and Leaholme Way, a plan of which is attached as Appendix A to this report. These proposals were approved for formal consultation which took place from 12th May 2010 for 21 days.
4. On 26th May 2010, the Council received a petition with 68 signatures objecting to the proposals signed under the following heading *“We the undersigned agree to the enclosed letter, fully objecting to the proposed restrictions, prohibiting parking in Leaholme Way, Wallington Close and Wheelers Drive.*
5. The petition was heard by the Cabinet Member for Planning, Transportation and Recycling in October 2010 who met with petitioners and discussed in detail their concerns. The

Cabinet Member asked that officers include the petition, the outcome of discussions and other representations to the formal consultation in a report for his consideration before he makes a decision on how to proceed.

6. It was clear from the meeting that a significant number of residents were opposed to the original scheme and that there appeared to be a degree of community tension on the subject, so another meeting was requested by a local Ward Councillor to try to reach a compromise to the issues which it was hoped would satisfy all affected residents' concerns.
7. In November 2010, residents, a local ward councillor and council officers met and as a result an amended proposal for "at any time" waiting restrictions was developed.
8. It appears that some residents were shown a copy of the amended scheme and anecdotally the message from them was that most would object to any parking restrictions. As a consequence of the views expressed to the consultations and at meetings with residents, it was recommended in the subsequent report submitted to the Cabinet Member that no further action to implement "At any time" waiting restrictions should be taken at this stage, as there appeared to be no consensus on a possible compromise. The recommendation was subsequently approved by the Cabinet Member in March 2011.
9. However, at the end of March 2011 a new petition was submitted which would seem to indicate that residents would not object to an amended scheme that would see the original "At any time" waiting restrictions significantly reduced.
10. It is therefore recommended that the Cabinet Member discusses with petitioners their concerns and, subject to the outcome, asks officers to identify possible solutions that will be acceptable to all residents.

Financial Implications

There are none associated with the recommendations to this report. However, if a suitable option can be agreed to address residents' concerns subject to the usual protocols, funding from an allocation for road safety schemes could be used for formal consultation and possible implementation.

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

Legal

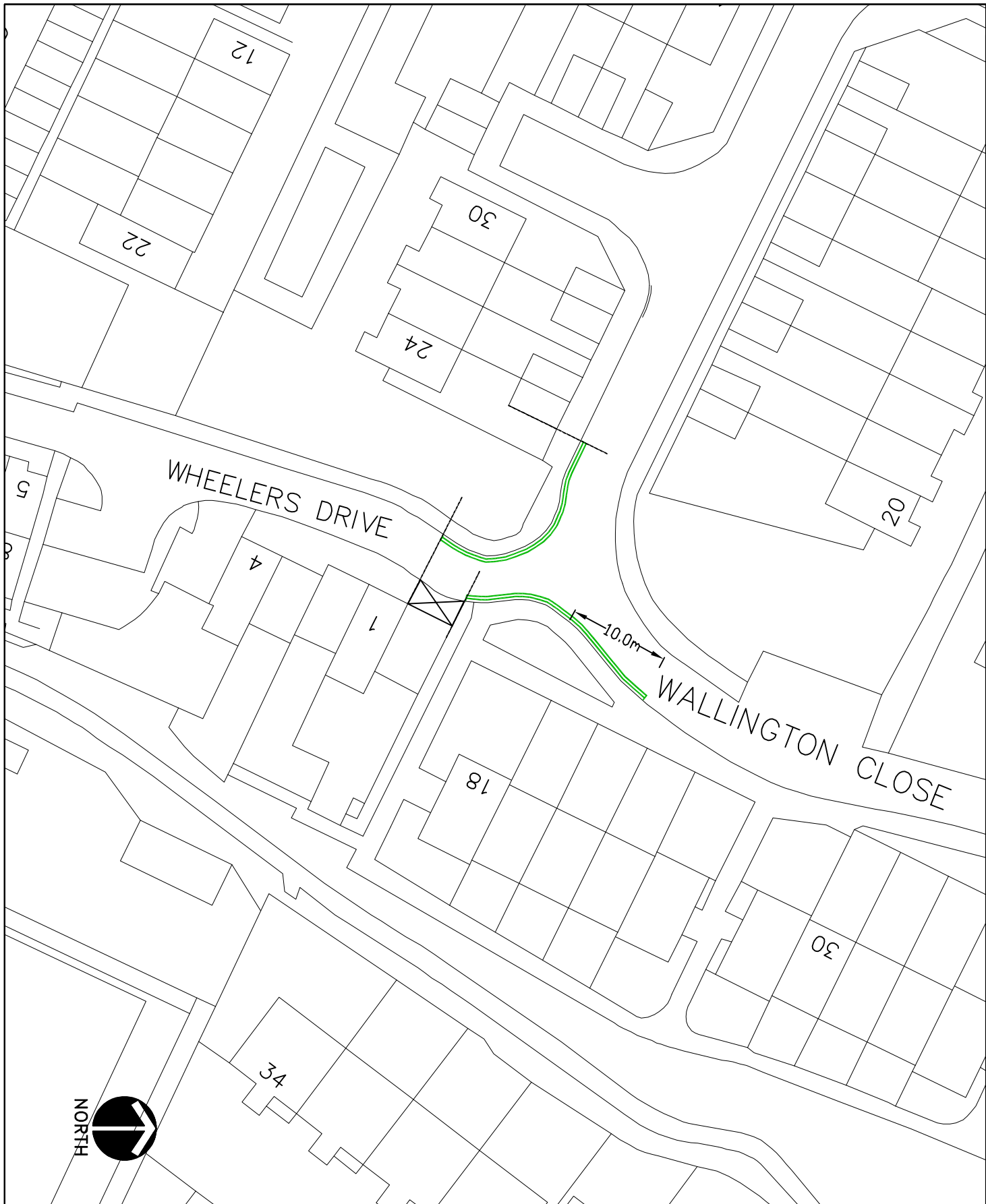
This report does not propose any formal measures to be taken at this stage: only an informal consultation is proposed. In considering the consultation responses, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer recommendation. The decision maker must be satisfied that responses from the public were conscientiously taken into account. However, section 122 of the Road Traffic Regulation Act 1984 means that the Council must balance the concerns of the objectors/supporters with the statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic.

The Council's power to make orders imposing waiting restrictions are set out in Part 1 of the Road Traffic Regulation Act 1984. Should waiting restrictions be required, the consultation and order making statutory procedures to be followed in this case are set out in The Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996 (SI 1996/2489). If measures are recommended in a Cabinet report subsequent to this report, advice on the legal implications of such measures should be requested from legal services.

BACKGROUND PAPERS

Petition received – 16th May 2011

Petition received – 30th March 2011



KEY
 **DMT**
 PROPOSED DOUBLE YELLOW
 LINE & TERMINAL

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Project
Wheeler's
Drive, Ruislip

Description
Proposed 'at any time'
waiting restrictions

Scale
NTS
Drawn (Initials/Date)
KU 7/2/11

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KEY


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Proposed 'at any time'
 waiting restrictions

Scale: **NTS** (Not To Scale)
 Drawn: **KU 26/11/10**



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