



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

Date: WEDNESDAY, 16
NOVEMBER 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.

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request. Please contact us for
further information.**

Published: Tuesday, 8 November 2011

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Agenda

CHAIRMAN'S ANNOUNCEMENTS

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	7pm	Petition Against the Increase in Parking Charges for Non-Hillingdon First Card Holders in Northwood	Northwood	1 - 4
4	7pm	Petition Against the Proposed Extension to the South Ruislip Parking Management Scheme Outside Deane Park Hall, Long Drive	South Ruislip	5 - 10
5	7.30pm	Petition Requesting a Change to the Parking Arrangements in Joel Street, Northwood Hills	Northwood Hills	11 - 16
6	8pm	Rutters Close, West Drayton - Petition Requesting 'At Any Time' Waiting Restrictions	West Drayton	17 - 22
7	8pm	Ballinger Way and Waxlow Way, Northolt - Petition Objecting to the Proposed 'At Any Time' Waiting Restrictions	Yeading	23 - 28

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Agenda Item 3

PETITION AGAINST THE INCREASE IN PARKING CHARGES FOR NON-HILLINGDONFIRST CARD HOLDERS IN NORTHWOOD

Cabinet Member	Councillor Keith Burrows
Cabinet Portfolio	Cabinet Member for Planning, Transportation and Recycling
Report Author	Roy Clark, Planning, Environment, Education and Community Services
Papers with report	None

HEADLINE INFORMATION

Summary	To inform the Cabinet Member that a petition has been received from the Northwood Residents' Association from representatives of businesses in Northwood opposing the recent increase in parking charges for non-HillingdonFirst cardholders.
Contribution to our plans and strategies	The request can be considered in relation to the Council's strategy for on and off-street parking controls.
Financial Cost	There are no financial costs associated with the recommendation of this report.
Relevant Policy Overview Committee	Residents' and Environmental Services
Ward(s) affected	Northwood

RECOMMENDATIONS

That the Cabinet Member:

1. meets with the petitioners to discuss in greater detail their concerns regarding the recent increase in parking charges for non-HillingdonFirst card holders in Northwood; and
2. subject to the outcome of recommendation 1 above, either:
 - (a) reaffirms that the current differential parking rates should remain unchanged; or
 - (b) instruct officers to consider alternative tariffs for Northwood and submit recommendations to Cabinet for consideration.

Reasons for recommendations

Representatives of the Northwood Residents' Association have requested that their petition be considered.

Alternative options considered

None.

Policy Overview Committee Comments

None at this stage.

INFORMATION

Supporting Information

A petition with 41 signatures has been received from Northwood Residents' Association signed by representatives of businesses in Northwood opposed to the increase in parking charges for non-HillingdonFirst card holders. The petitioners are concerned that those residents who live in Three Rivers will be subject to the increase, and this could have a detrimental effect on Northwood's businesses. The desired outcome of the petition is stated as follows:

"To make Northwood an exception to the increase in parking charges as half of Northwood residents live in Three Rivers and are subject to the increase. Many of them use the local doctors' surgeries and the parking charge is in effect a tax on such visits. The increase in charges, the third in three years, could cause Three Rivers residents to take their custom to Rickmansworth where parking is free for two hours, thus bringing irreparable damage to Northwood's businesses. The latest Core Strategy Plan states that it is the council's aim to have thriving businesses in areas such as Northwood. This increase in parking charges has the opposite effect."

The report highlighting the change in charges was approved by Cabinet on 20 January 2011 and the changes were implemented on 31 January 2011. This was in advance of the receipt of the petition from Northwood Residents' Association, which was received on 1 February 2011.

Fees and charges throughout the Council are reviewed on an annual basis. This includes all parking charges. In January 2011, it was agreed that on-street and car park charges in the Borough should rise to reflect increasing costs and inflation. However, it was decided that, in an effort to reduce the effects of these increases on Borough residents, and in line with the Council's policy of putting our residents first, no increase would be made to Hillingdon residents who use their HillingdonFirst card.

Under the Council's Constitution, changes to any fees and charges can only be approved at a meeting of the Cabinet.

The parking charges for both residents and non-residents for the two Northwood car parks in Green Lane and Oaklands Gate as well as on-street, both before and after the changes were implemented on 31 January 2011, are set out in the table below. However, it is important to note that both on-street and the car parks retain the free half hour period for all users, including non-residents.

	PRE 31/1/11 CHARGES	PRE 31/1/11 CHARGES	POST 31/1/11 CHARGES	POST 31/1/11 CHARGES
	RESIDENTS	NON-RESIDENTS	RESIDENTS	NON--RESIDENTS
GREEN LANE CAR PARK				
Up to 30 minutes	Free	Free	Free	Free
Up to 1 hour	0.20	0.50	0.20	0.70
Up to 90 minutes	0.40	1.00	0.40	1.40
Up to 2 hours	0.60	1.50	0.60	2.10
Up to 3 hours	1.00	2.30	1.00	3.00
Up to 4 hours	2.00	4.50	2.00	5.20
Up to 9 hours	3.70	8.00	3.70	8.70
Over 9 hours	6.20	11.00	6.20	12.00
OAKLANDS GATE CAR PARK				
Up to 30 minutes	Free	Free	Free	Free
Up to 1 hour	0.20	0.80	0.20	1.00
Up to 90 minutes	0.40	1.00	0.40	1.30
Up to 2 hours	0.60	1.30	0.60	1.70
Up to 3 hours	1.00	2.20	1.00	2.50
Up to 4 hours (maximum stay)	1.80	3.80	1.80	4.40
ON-STREET PARKING				
Up to 30 minutes, then	Free	Free	Free	Free
Each 30 minutes up to 2 hours	0.20	0.50	0.20	0.70

There have been no further increases since these changes were implemented on 31 January 2011. It is intended that no further increases will be applied when the next review is due in January 2012.

It is accepted that any increase in parking charges could potentially reduce incidences of car parking both on-street and in car parks, and hence reduce shopping visits and trade in the area. However, records show that, since the changes were introduced at the end of January 2011, there has been no significant reduction in parking in the Northwood area.

A review of the pay and display tickets issued both on-street and in the Northwood car parks has been carried out for the period 31 January to 17 October 2011. This has been compared with the same period for 2010. These dates were chosen as 31 January 2011 is the date on which the changes were made and 17 October 2011 is the latest date for which information is currently available. For 2010, the number of tickets issued in Northwood was 295,961; whilst the corresponding figure for the same period in 2011 was 296,370. This shows that there was in fact a small increase in pay and display tickets issued in Northwood for this period since last year.

Financial Implications

There are no direct financial implications arising from the recommendation of this report.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

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

Consultation Carried Out

None at this stage.

CORPORATE IMPLICATIONS

Legal

The Council's powers relating to pay and display parking are contained in Part IV of the Road Traffic Regulation act 1984.

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 and factual 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.

BACKGROUND PAPERS

The Petition received from the Northwood Residents' Association on 1 February 2011.

PETITION AGAINST THE PROPOSED EXTENSION TO THE SOUTH RUISLIP PARKING MANAGEMENT SCHEME OUTSIDE DEANE PARK HALL, LONG DRIVE

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

HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that a petition has been received from the South Ruislip Community Association opposing the proposed Parking Management Scheme outside Deane Park Hall on Long Drive,
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	South Ruislip

RECOMMENDATIONS

That the Cabinet Member:

1. Notes the petition submitted by the South Ruislip Community Association.
2. Agrees to defer the proposed extension to the South Ruislip Parking Management Scheme in the area directly outside Deane Park Hall.

INFORMATION

Reasons for recommendation

The petition is opposing a specific part of the proposed extension to the South Ruislip Parking Management Scheme, in the area directly outside Deane Park Hall.

Alternative options considered

None as petitioners have made a specific request

Comments of Policy Overview Committee(s)

None at this stage.

Supporting Information

1. A petition with 190 signatures has been submitted to the Council under the following heading:

“We the undersigned, support South Ruislip Community Association’s appeal against traffic restrictions being introduced along Long Drive outside the garden of Deane Park Hall. This is a popular venue for many activities and the unrestricted parking is an asset to users, particularly older people and young families.”

2. In May 2010, the Council conducted statutory consultation for a proposed extension to the South Ruislip Parking Management Scheme. The proposed extension to the scheme included the section of Long Drive between the junctions of Queens Walk and Monks Close. As part of the scheme, a mixture of resident parking between dropped kerbs and waiting restrictions along the remainder of the highway was proposed. Few resident parking bays could be proposed outside the residential properties on the southeastern side of Long Drive due to the number of driveways, so it was recommended to install a resident parking bay in the area just to the north which is outside Deane Park Hall. Attached as Appendix A is a plan indicating the proposed layout of the parking scheme along this section of Long Drive.

3. Responses received to the statutory consultation for a proposed extension to the scheme have been addressed in a separate report to the Cabinet Member for his consideration. As part of this present petition report, it has been recommended that the element of the proposed scheme outside Deane Park Hall be deferred until the petition can be heard. It was also recommended however that the rest of the scheme in this section of Long Drive be installed as proposed as no other objections were received to these proposals.

4. It is therefore recommended that the Cabinet Member discusses the proposals further with petitioners and decides if the Council should take not proceed with the proposed parking restrictions directly outside Deane Park Hall until further decisions are taken. In the meantime, it is recommended that unrestricted parking continue for users of the Hall pending the outcome of the subsequent decision making process.

Financial Implications

There are no financial implications in relation to the recommendation of this report.

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 the subsequent action that the Council intends to take.

Consultation Carried Out or Required

None at this stage

CORPORATE IMPLICATIONS

Corporate Landlord

None at this stage.

Legal

There are no special legal implications for the recommendations mentioned above.

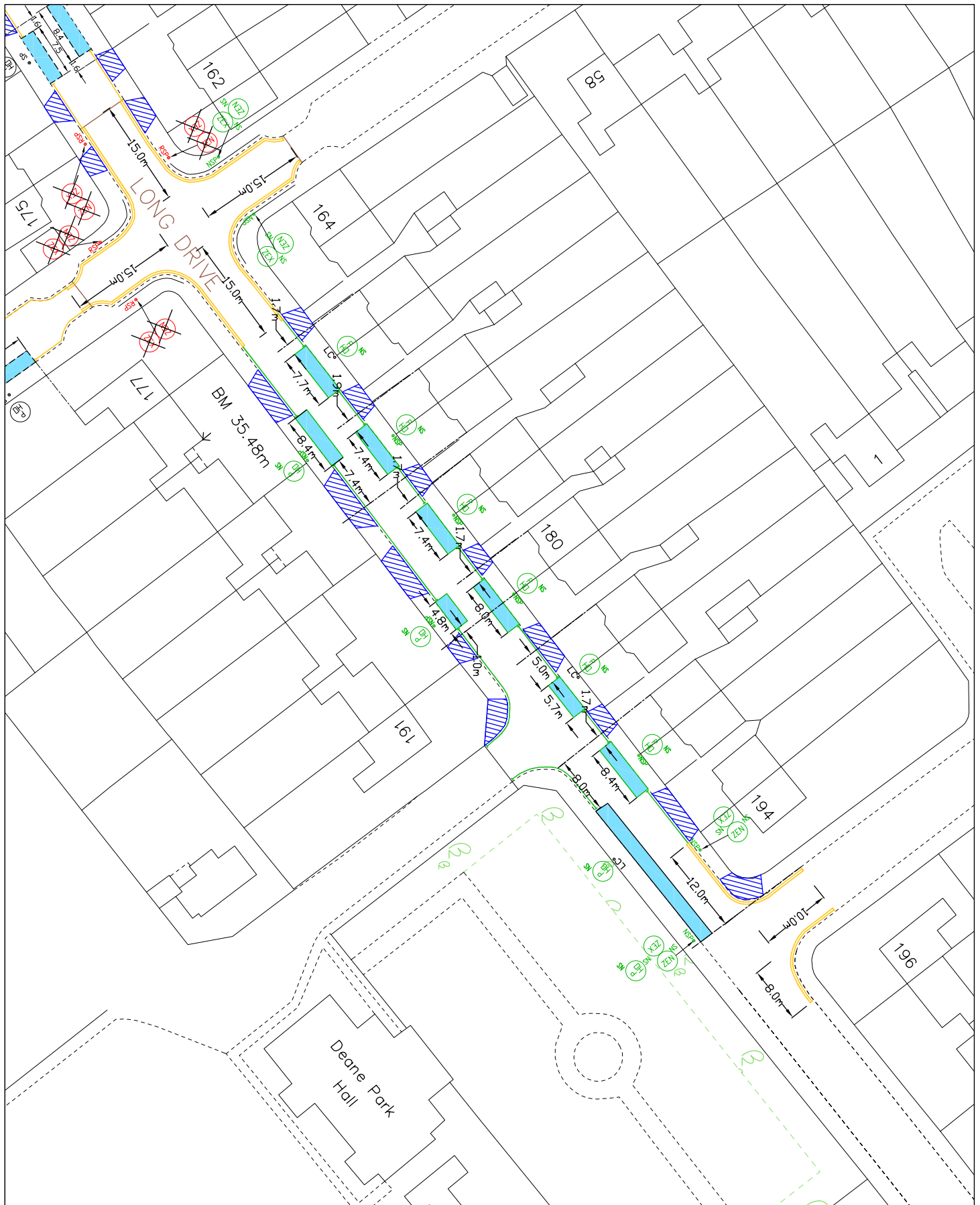
Should there be a decision that Deane Park Hall is to be included in the extension to the South Ruislip Parking Management Scheme at a later date, then the relevant statutory provisions will have to be identified and considered.

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

BACKGROUND PAPERS

None.

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KEY

- EXISTING YELLOW LINE
- NEW SINGLE YELLOW LINE & TERMINAL
- NEW DOUBLE YELLOW LINE & TERMINAL
- PAY AND DISPLAY AND PERMIT HOLDERS
- PERMIT HOLDER ONLY BAY
- CROSSOVER
- PERMIT HOLDER ONLY SIGN
- PERMIT OR TICKET HOLDER
- DISABLED PARKING BAY SIGN
- ZONE ENTRY SIGN
- ZONE EXIT SIGN
- PARKING BAYS ARE 2m WIDE UNLESS NOTED
- EXTENT OF PRIVATE ROADS
- NEW SIGN
- NEW SIGN POST
- NEW SIGN POST
- LAMP COLUMN
- REMOVE SIGN
- REMOVE SIGN POST



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Project
Proposed extension to the South
Ruislip Parking Management
Scheme

Description
Long Drive
Nos. 164-194 even
Nos. 177-191 odd

Scale 1:500(A3)	Designed KU	Drawn KU	Date 6/4/11
	Drawing No. KU/7.28	Rev. E	

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PETITION REQUESTING A CHANGE TO THE PARKING ARRANGEMENTS IN JOEL STREET, NORTHWOOD HILLS

Cabinet Member

Councillor Keith Burrows

Cabinet Portfolio

Planning, Transportation and Recycling

Report Author

Hayley Thomas, Planning, Environment, Education & Community Services

Papers with report

Appendix A

HEADLINE INFORMATION

Purpose of report

To inform the Cabinet Member that a petition has been submitted from residents and businesses requesting the direction of the existing echelon parking places in Joel Street be changed.

Contribution to our plans and strategies

The request can be considered as part of the Council's strategy for 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

Northwood Hills

RECOMMENDATIONS

That the Cabinet Member:

1. Meets and discusses with the petitioners their concerns with the current parking arrangements in Joel Street.
2. Subject to 1. above, asks officers to seek the formal views of the Metropolitan Police and Fire Brigade on petitioners' concerns and report back findings to Ward Councillors and the Cabinet Member.

INFORMATION

Reasons for recommendation

To give the Cabinet Member an opportunity to discuss the petitioners' concerns.

Alternative options considered

These will be discussed with petitioners.

Comments of Policy Overview Committee(s)

None at this stage.

Supporting Information

1. A petition with 420 signatures has been received from residents and businesses under the following heading:

“We, the undersigned, request that the Traffic Management Department of the London Borough of Hillingdon change the parking arrangements in Joel Street, Northwood Hills, to improve driver safety and parking space utilisation.....We ask the Council to change the direction of the bays so that drivers can easily drive forward into a bay, as we have done for many years in this road, without affecting or being affected, by following traffic. On subsequently leaving the bay, the driver can wait for a break in traffic, and slowly and safely reverse out.”

2. The location of Joel Street is indicated on Appendix A. Joel Street is one of Hillingdon’s secondary distributor roads and links Pinner Road at its northern end to Eastcote Road in the south. The road incorporates both businesses and residential properties and also provides access to several other residential roads. The existing ‘Stop and Shop’ Scheme is currently in operation in Joel Street between Pinner Road and Tolcarne Drive. The parking places which the petitioners would like to be amended are the echelon parking bays located outside Nos. 65 - 91 and 66 - 86 Joel Street.

2. The petitioners indicate that the current angle of the parking bays (angled away from the traffic flow requiring drivers to reverse into them) puts stress on the driver and also suggest that most drivers find reversing into a narrow gap a difficult manoeuvre. They also indicate that a number of vehicles drive across the carriageway and forward into the parking bays on the opposite side of the road, which then cause a hazard when leaving the bays. Prior to the ‘Stop & Shop’ scheme being implemented, parking in this section of Joel Street was uncontrolled and, by default, many motorists chose to drive forward into the parking area, despite the lack of any formal road markings.

3. When developing the detailed design for the ‘Stop & Shop’ scheme in Joel Street, it was suggested that the echelon style parking in this section of Joel Street should be retained to ensure the maximum amount of parking could be provided but, at the same time as a parking charge regime was to be introduced, some formal controls would clearly be needed. The scheme was designed in accordance with Department for Transport guidelines which state that “bays should be angled so that drivers are required to reverse into them. This is safer than reversing out, where visibility may be restricted by adjacent parked vehicles.” The Highway Code also states that vehicles should not reverse into a major road.

4. As part of the initial scheme proposals, the layout was reviewed with the local emergency services, who were satisfied that the layout as proposed was compliant with design guidelines and was fit for purpose.

5. Prior to the scheme being implemented, the proposals were subjected to the normal informal and subsequent formal consultations, including the necessary traffic regulation orders. An information letter was delivered to all residents and businesses in Joel Street informing them of the proposals and a detailed design of the proposed layout of the scheme was on display in Northwood Hills Library throughout the formal consultation period. Street notices were displayed and a public notice was placed in the London Gazette and a local newspaper during the consultation.

6. There were no objections to the proposed layout of the scheme throughout these consultations. A small number of residents wrote to the Council after the scheme was implemented to ask if the scheme had been implemented wrongly, but officers responded to each of them and explained the basis of the design and in particular its compliance with national design standards.

7. It is clear that there nevertheless remain concerns or misunderstandings which have been raised by the petitioners and it is therefore recommended that the Cabinet Member meets them and discusses these concerns. Subject to these discussions, it is also recommended that the Cabinet Member asks officers to seek the formal views of the Metropolitan Police and Fire Brigade on the petitioners' concerns and the operation of the scheme, and to report back findings to Ward Councillors and the Cabinet Member.

Financial Implications

There are none associated with recommendations in this report.

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 possible options to address their concerns.

Consultation Carried Out or Required

Statutory consultation was carried out for the existing 'Stop & Shop' parking scheme between 28 October 2009 and 18 November 2009 by the insertion of public notices in the local newspaper and displayed on site.

CORPORATE IMPLICATIONS

Corporate Finance

None at this stage.

Legal

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 consultation. In considering the consultation responses and the views of petitioners, decision makers must ensure there is a full consideration of all representations arising. The decision maker must be satisfied that the petitioners' views and the consultees' views are conscientiously taken into account. Section 122 of the Road Traffic Regulation Act 1984 means that the Council must balance the concerns of the petitioners with the statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic.

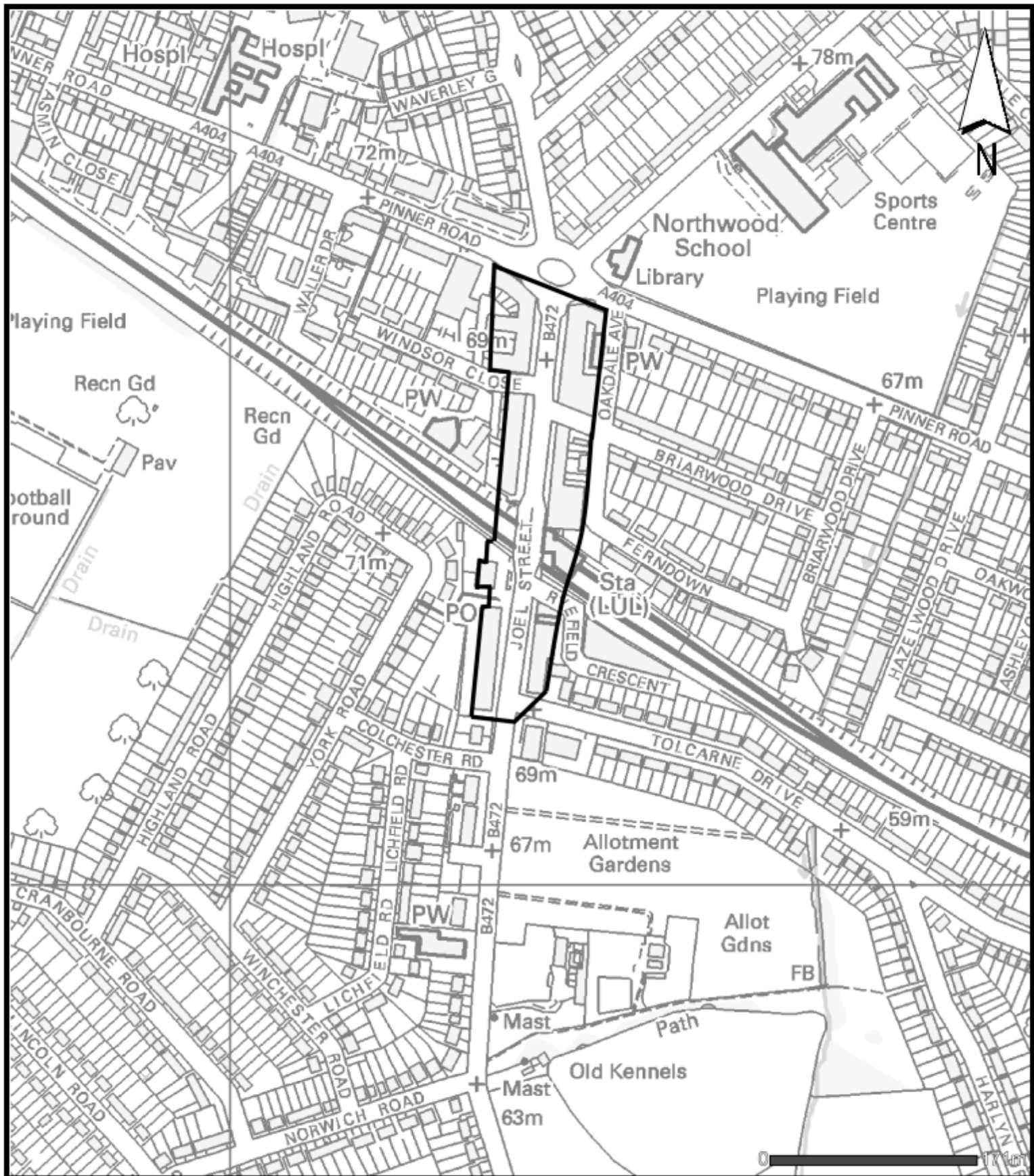
Should there be a decision that further measures are to be considered at a later date, then the relevant statutory provisions will have to be identified and considered.

Corporate Landlord

The Corporate Landlord has no comments.

BACKGROUND PAPERS

Petition dated 13 June 2011.



Northwood Hills "Stop & Shop" Scheme

Appendix A

Date July 2009

Scale 1:4,000



Boundary of Consultation Area on proposed "Stop & Shop" Parking Scheme

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RUTTERS CLOSE, WEST DRAYTON - PETITION REQUESTING 'AT ANY 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 in Rutters Close, West Drayton asking for 'At any time' waiting restrictions.
Contribution to our plans and strategies	The request can be considered as part of the Council's Road Safety Programme.
Financial Cost	There are none associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services
Ward(s) affected	West Drayton

RECOMMENDATIONS

That the Cabinet Member:

1. Meets and discusses with petitioners their request for the installation of 'At any time' waiting restrictions.
2. Subject to the outcome of the discussions with petitioners asks officers to include the request as part of the Council's Road Safety Programme.

INFORMATION

Reasons for recommendation

It is clear that petitioners have given considerable thought to the introduction of parking controls that would help access and egress to Rutters Close. The suggestion put forward can be investigated in detail and reported back to the Cabinet Member on the feasibility.

Alternative options considered

None as residents have made a specific request for 'At any time' waiting restrictions.

Comments of Policy Overview Committee(s)

None at this stage.

Supporting Information

1. A petition with 80 signatures has been received from households in Rutters Close under the following heading:

"The residents from Rutters Close have for some time now, been asking for double yellow lines at the start of the Close. It would seem like all our requests via our Councillor Anita MacDonald have gone unheard and now in a statement from your office it is stated that we should supply a petition asking for this. The petition was our original intention but our Councillor said that it was not necessary.

We enclose a petition and diagram of where we would like the double yellow lines if at all possible as this is a dangerous blind corner.

We also note your comments that it is the residents of Rutters Close that are parking where we are asking for the Double Yellow Lines. This is NOT the case but more overspill from Mulberry Crescent and Builders Vans and Cars from the new houses being built on the old Garage site. Once these houses are completed and have residents living in them this corner will be much more dangerous."

Of the signatures received, 79 were from residents of Rutters Close (which represents 72% of the households) and one signature from a resident in Central Avenue, Hayes.

2. Rutters Close is a cul-de-sac with 3 arms just off Mulberry Crescent, West Drayton. The location is indicated on the plan attached as Appendix A to this report.

3. In October 2010, a request for 'At any time' waiting restrictions was suggested by a local Ward Councillor who was concerned that the footway parking arrangements were being ignored. Following this request, a Civil Enforcement Officer attended Rutters Close and ticketed vehicles that were contravening the parking regulations, which included residents' vehicles. This appeared to result in some degree of local tension and the suggested 'At any time' waiting restrictions were subsequently deferred.

4. However, in light of this petition the request would appear justified and it is therefore recommended that the Cabinet Member discusses with the petitioners their concerns with parking and asks officers to include the request as part of the Road Safety Programme.

Financial Implications

There are none associated with the recommendations to this report. However, should statutory consultation take place, implementation of the proposed waiting restrictions is estimated to cost

£950 which can be funded from an allocation from the Council's Road Safety Programme, subject to the normal release protocols.

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 on the junction of Rutters Close and Mulberry Crescent, West Drayton.

Consultation Carried Out or Required

None at this stage.

CORPORATE IMPLICATIONS

Legal

The Council's power to make orders imposing waiting restrictions are set out in Part 1 of the Road Traffic Regulation Act 1984. Following consultation with local residents and petitioners and, where necessary, further officer investigation, if it is deemed necessary to implement the restriction, the relevant consultation and order making statutory procedures must be followed in this case as set out in The Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996 (SI 1996/2489).

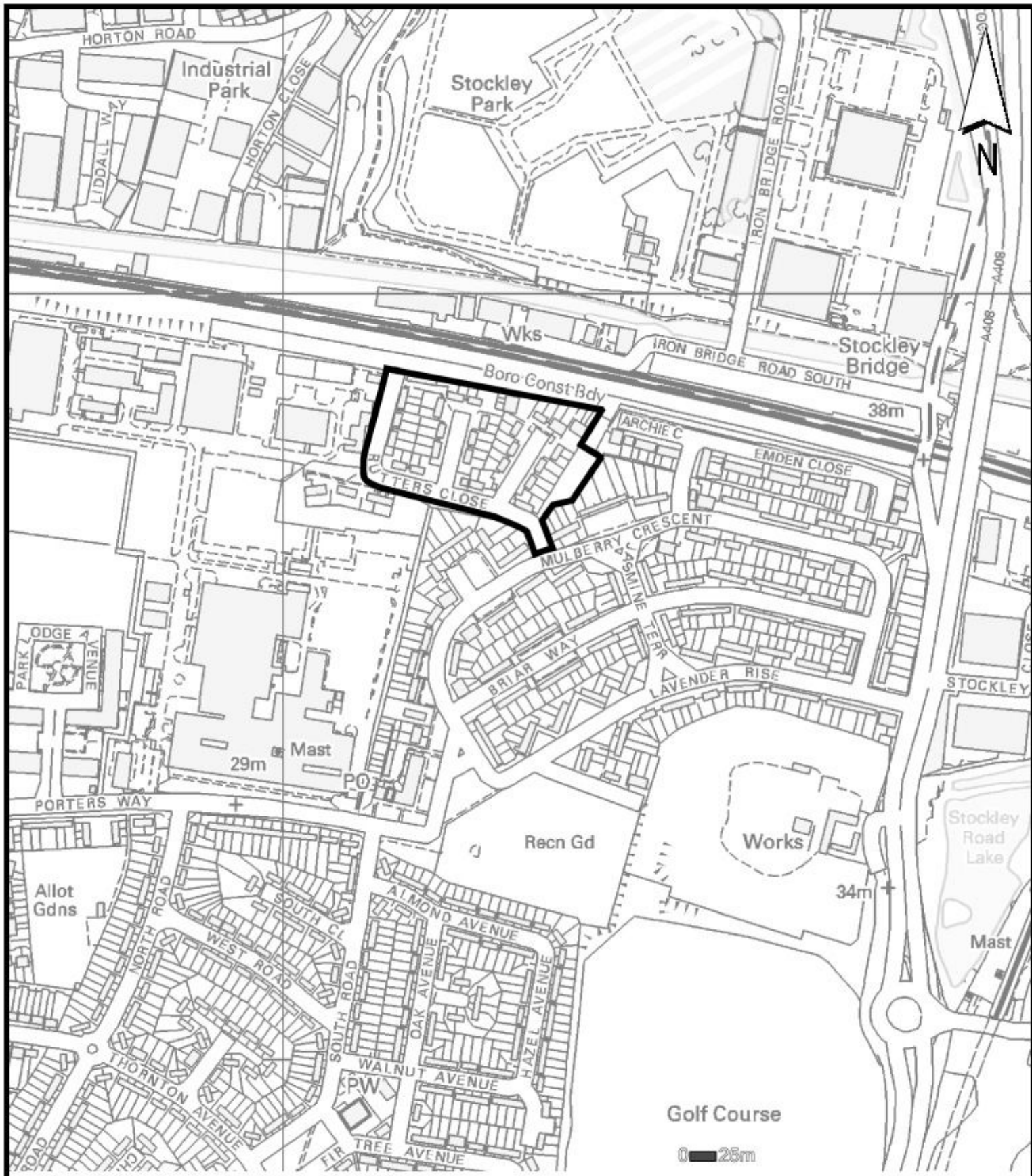
Section 122 of the Road Traffic Regulation Act 1984 means that the Council must balance the concerns of the objectors with the statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic.

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

BACKGROUND PAPERS

None.

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Rutters Close, West Drayton

Appendix A

Date September 2011

Scale 1:5,000



Extent of Rutters Close, West Drayton

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BALLINGER WAY AND WAXLOW WAY, NORTHOLT - PETITION OBJECTING TO THE PROPOSED "AT ANY TIME" WAITING RESTRICTIONS

Cabinet Member	Councillor Keith Burrows
Cabinet Portfolio	Planning, Transportation and Recycling
Officer Contact	Hayley Thomas, Planning, Environment, Education and Community Services
Papers with report	Appendix A

HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that residents of Ballinger Way and Waxlow Way have objected to the proposed "at any time" waiting restrictions 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 Environment Services.
Ward(s) affected	Yeading

RECOMMENDATIONS

That the Cabinet Member:

- 1. Discusses with petitioners and listens to their concerns regarding the proposed "at any time" parking restrictions in their road.**
- 2. Ask officers to include the petition request and the outcome of discussions with petitioners in the forthcoming report incorporating all representations received from statutory consultation on the proposed "at any time" waiting restrictions in Ballinger Way and Waxlow Way.**

INFORMATION

Reasons for recommendation

Following statutory consultation on parking proposals, all comments received must be considered by the Council before a final decision is made. A report will subsequently be drafted

detailing these comments which can include this petition together with the outcome of discussions with the Cabinet Member at the petition evening.

Alternative options considered / risk management

These will be discussed with petitioners.

Comments of Policy Overview Committee(s)

None at this stage.

Supporting Information

1. A petition with 32 signatures has been received from residents of Ballinger Way and Waxlow Way objecting to the proposed “at any time” restrictions. The petition was signed by 27% of households in Ballinger Way and 38% of households in Waxlow Way.
2. Ballinger Way and Waxlow Way both form part of Grand Union Village development. Grand Union Village is a modern development which falls partly within the London Borough of Hillingdon and partly with the London Borough of Ealing. Both of these roads are situated at the southern end of the development and are the only adopted roads in the development which are within the London Borough of Hillingdon. Their location is indicated on the plan attached as Appendix A.
3. Both Ealing and Hillingdon have received requests from residents, Trinity Estates (who is the managing agent for Grand Union Village), and Richard Armitage (the development’s transport consultant) for parking restrictions to be introduced in Grand Union Village to remove obstructive parking which takes place on footways and junctions on the development. The roads on the development are, in the most part, fairly narrow and the emergency services and refuse vehicles sometimes find access difficult. This results in many vehicles being parked partly on the footway which restricts access for wheelchair users, mobility scooters and parents with pushchairs.
4. In March 2010, a survey was undertaken by Trinity Estates and Richard Armitage Transport Consultancy to seek the views of residents on possible parking restrictions in the village. From the responses received, 67% of residents indicated that parking restrictions were required. Other concerns raised during the survey highlighted concerns with vehicles parking close to junctions, and parked vehicles causing an obstruction in both the footway and the carriageway, thereby forcing people to walk in the road.
5. Following further investigation and consultation with local Ward Councillors and colleagues at Ealing Council, proposals were developed for “at any time” waiting restrictions to prohibit obstructive parking on Ballinger Way and Waxlow Way but to maintain some areas of unrestricted parking. Statutory consultation was conducted over a three week period from 8th – 29th June 2011 where residents were given the opportunity to inspect plans of the proposed scheme and were asked for their comments. As part of the consultation, residents were also informed that it was the Council’s intention to carry out enforcement against vehicles parking on the footway, which was made an offence in 1974 by the Greater London Council. During this period the Council received a number of responses, including a petition objecting to the proposed scheme.

6. In a covering letter to the petition, the organiser raised a number of concerns residents have with the proposed scheme. Firstly, they indicate that an independent consultation undertaken by Trinity Estate to establish residents' views on the parking issues in the Village had a poor response rate and did not represent the views of the residents. They also highlight that none of the surrounding developments have parking or waiting restrictions and to introduce such measures will limit the available on-street parking, forcing residents to park outside the development which, in their opinion, would expose their vehicles to theft and vandalism. The petitioners suggest that the proposed scheme in its current form will devalue their properties and a better option would be to introduce "at any time" restrictions at the junctions and allow parking on the footway in designated parking places.

7. It is not clear if petitioners are asking for the proposed scheme to be amended or for the proposals to be deferred altogether. Therefore, it is recommended that the Cabinet Member discusses with petitioners their concerns to determine a possible course of action and incorporate this in the forthcoming report outlining all representation received from residents of Ballinger Way and Waxlow Way during statutory consultation.

Financial Implications

There are none associated with the recommendations to this report.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member to fully understand the petitioners' concerns with the proposed parking scheme. The petition can be considered in relation to all other representations received from statutory consultation for a proposed parking scheme.

Consultation Carried Out or Required

Statutory consultation was carried out for a three week period between 8th – 29th June 2011 inviting residents and members of the public to object to the proposals or make comments or representations.

CORPORATE IMPLICATIONS

Corporate Finance

None at this stage.

Legal

The Council's power to make orders imposing waiting restrictions are set out in Part 1 of the Road Traffic Regulation Act 1984. 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).

Section 122 of the Road Traffic Regulation Act 1984 (the "Act") places a statutory duty on the Council to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians).

In considering whether the duty has been met, the Act states the Council shall take into account certain factors which include:

- the importance of allowing the passage of public service vehicles and the safety and convenience of persons using such vehicles;
- the desirability of securing and maintaining reasonable access to premises;
- the desirability to preserve or improve the amenities of the areas through which the roads run; and
- any other matters appearing to the local authority to be relevant.

In considering the consultation responses, the Council must be satisfied that responses from the public are conscientiously taken into account and ensure there is a full consideration of all representations arising. A meeting with the petitioners is perfectly legitimate as part of a listening exercise and enables the petitioners concerns to be fully understood. Fairness and natural justice requires that there must be no predetermination of a decision in advance of any wider non-statutory consultation.

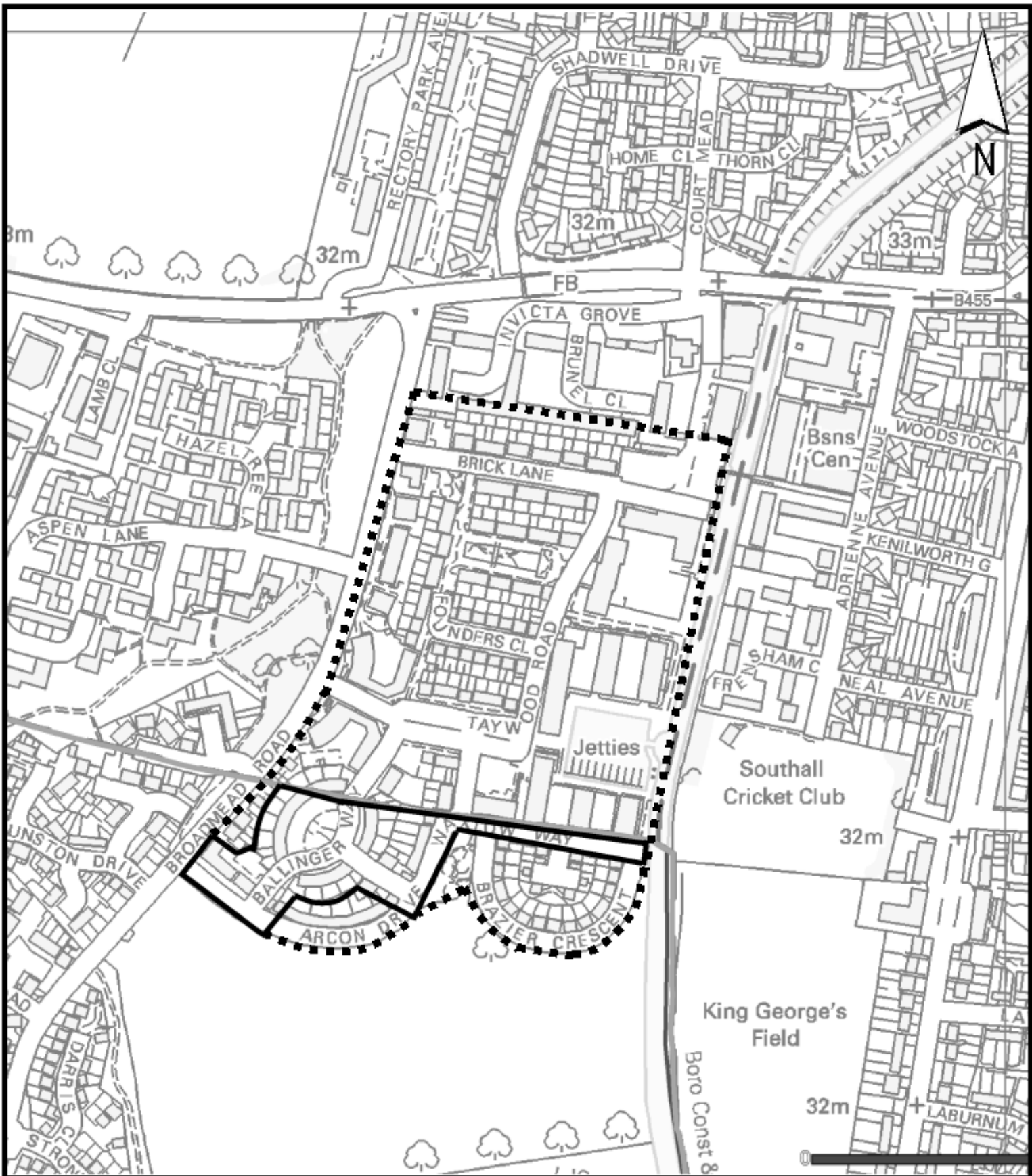
The Council must balance the concerns of any objectors with the statutory duty as set out above.

Corporate Landlord

The Corporate Landlord has no comments.

BACKGROUND PAPERS

Ballinger Way & Waxlow Way petition – June 2011



Ballinger Way & Waxlow Way, Northolt

Appendix A

Date July 2011

Scale 1:3,000



Boundary of consultation area for proposed "at any time" waiting restrictions



Boundary of Grand Union Village development

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