



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

Date: WEDNESDAY, 22
FEBRUARY 2012

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

**This agenda and associated
reports can be made available
in other languages, in braille,
large print or on audio tape.
Please contact us for further
information.**

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: Thursday, 9 February 2012

Contact: Nav Johal
Tel: 01895 250672
Fax: 01895 277373
Email: njohal@hillingsdon.gov.uk

This Agenda is available online at:
<http://modgov.hillingdon.gov.uk/ieDocHome.aspx?Categories=>

Lloyd White
Head of Democratic Services
London Borough of Hillingdon,
3E/05, Civic Centre, High Street, Uxbridge, UB8 1UW
www.hillingdon.gov.uk



INVESTOR IN PEOPLE

Useful information

Bus routes 427, U1, U3, U4 and U7 all stop at the Civic Centre. Uxbridge underground station, with the Piccadilly and Metropolitan lines, is a short walk away. Limited parking is available at the Civic Centre. For details on availability and how to book a parking space, please contact Democratic Services

Please enter from the Council's main reception where you will be directed to the Committee Room. An Induction Loop System is available for use in the various meeting rooms. Please contact us for further information.

Please switch off any mobile telephones and BlackBerries™ before the meeting. Any recording of the meeting is not allowed, either using electronic, mobile or visual devices.

If there is a FIRE in the building the alarm will sound continuously. If there is a BOMB ALERT the alarm sounds intermittently. Please make your way to the nearest FIRE EXIT.



Agenda

CHAIRMAN'S ANNOUNCEMENTS

PART 1 - MEMBERS, PUBLIC AND PRESS MAY ATTEND

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

Please note that individual petitions may overrun their time slots. Although individual petitions may start later than advertised, they will not start any earlier than the advertised time.

| | Start Time | Title of Report | Ward | Page |
|----------|-------------------|--|-------------------|-------------|
| 4 | 7pm | Airdrie Close & West Quay Drive, Yeading - Petition request to 'Stop Up' adopted public footpath | Yeading | 1 - 18 |
| 5 | 7pm | Harmondsworth High Street - Petition requesting 'at any time' waiting restrictions | Heathrow Villages | 19 - 24 |
| 6 | 7.30pm | Skipton Drive, Hayes - Petition requesting traffic calming measures | Pinkwell | 25 - 30 |
| 7 | 8pm | Hill Lane - Petition requesting waiting restrictions | West Ruislip | 31 - 36 |
| 8 | 8pm | Hill Rise - Petition requesting waiting restrictions | West Ruislip | 37 - 42 |

This page is intentionally left blank

Agenda Item 4

AIRDRIE CLOSE & WEST QUAY DRIVE, YEADING - PETITION REQUEST TO 'STOP UP' ADOPTED PUBLIC FOOTPATH

| | |
|---------------------------|--|
| Cabinet Member | Councillor Keith Burrows |
| Cabinet Portfolio | Cabinet Member for Planning, Transportation and Recycling |
| Officer Contact | John Fern 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 asking for the adopted public footpath that runs between Airdrie Close And West Quay Drive, Yeading to be 'stopped up'. |
| Contribution to our plans and strategies | The request can be considered as part of the Council's Road Safety Programme |
| Financial Cost | The re-opening of the footpath and the clearance of undergrowth will be catered for within the present highways budget |
| Relevant Policy Overview Committee | Residents' and Environmental Services |
| Ward(s) affected | Yeading |

RECOMMENDATION

That the Cabinet Member;-

1. Meets and discusses with petitioners their request to 'stop up' the adopted public footpath.
2. Subject to the outcome of 1 above, considers the Petitioners request together with the advice given in the report by Officers and Legal and instructs Officers to carry out the necessary actions to re-open the footpath.

INFORMATION

Reasons for recommendation

The recommendation meets the Council's legal obligation as the Highway Authority to protect the rights of the public to use the adopted public highway.

Alternative options considered

There are no alternatives to consider as there is not a more commodious alternative route and to stop up the adopted public highway would prevent the public's use and enjoyment of the highway.

Comments of Policy Overview Committee(s)

None at this stage.

Supporting Information

1. A Petition with 32 Signatures has been submitted to the Council under the following heading 'Residents petition to keep the footpath between 7 & 8 Airdrie Close, Yeading fenced off'.
2. The Glencoe Estate was developed in around 1995 and Airdrie Close was adopted in early 1996 together with a footpath that joins Airdrie Close with West Quay Drive. Other such footpaths throughout the estate were also adopted.
3. The footpath has a tarmac surface and street lighting at the Airdrie Close end and should provide residents in various roads and closes on the Glencoe Estate access to West Quay Drive and Marina Approach together with the Marina with residential moorings and its restaurant.
4. It is alleged that at some time in the past, due to anti social behaviour along the path, residents erected a wooden fence across the path thereby blocking its use to the public. There was no consultation with the Highways Authority over this obstruction. The claims relating to anti social behaviour connected with this footpath have not been evidenced to the Council to date.
5. In April 2011 the Council received correspondence from Solicitors on behalf of the lead Petitioner asking for the footpath to be 'stopped up'. This was to enable the lead petitioner who lives adjacent to the footpath to purchase the land and incorporate it within his property.
6. The Council replied at that time that they did not wish the footpath to be stopped up. They thanked the writer for bringing the matter of the blockage to the Council's attention and stated that efforts would now be made to re-open the path as the Council had a duty to protect the rights of the public to the use and enjoyment of any highway. The overgrowth would be cut right back which would open up the way and make it safe and accessible.
7. The Council has also received a letter of support for the stopping up of this footpath from John McDonnell MP a copy of which is attached to this report.
8. Although this footpath has been blocked by residents there is prima facia evidence of use in the past. Officers are of the view that the footpath is necessary and should be retained for the benefit of the wider public. In particular, the footpath is a convenient route which links the estate roads to the North of the footpath to West Quay Drive, Marina Approach and the Marina with its residential moorings and restaurant. An earlier petition requesting a footpath to be constructed along West Quay Drive to assist pedestrians to gain access to the Marina and restaurant has been received by the Council. This shows that there is a requirement to provide footpaths within the estate. If this footpath were to be stopped up, the route to West Quay Drive, Marina Approach and the Marina would be less convenient for pedestrians travelling from areas to the North of the development.

9. The Council having now been advised that the footpath is obstructed must take the necessary action to ensure that it is opened up for the public use.

10. The Petition Hearing was heard at the Civic Centre on 12th October 2011 when it was resolved that the Cabinet Member: -

1) Met and discussed with petitioners their request to 'stop up' the adopted public footpath.

2) The Cabinet Member asked that officers investigate the history to the petitioners claims that a formal request had been made to 'stop up' the footpath in 1998, and the petition be re-submitted to a future petition hearing once this information has been received

11. Following the hearing officers investigated the history to the petitioner's claims and conducted a search of Council records however no trace of any formal request to 'stop up' the footpath could be found. The petition is therefore re-submitted to a future petition hearing.

Planning

There are no planning issues.

Safety, Security and Crime

There is no evidence of any anti-social behaviour on this footpath. The footpath when re-opened will be cleared back to ensure it is safe and accessible. The Local Safer Neighbourhood Officers will also be informed.

Financial Implications

The minor financial implications of re-opening of the footpath and the clearance of undergrowth can be met from existing highways budgets.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

The footpath will provide residents on the estate and members of the public with access between other roads on the estate and West Quay Drive, Marina Approach and the Marina with its residential moorings and restaurant. The Council will be carrying out its statutory duty to assert and protect the public's right to use the adopted public highway.

Consultation Carried Out or Required

No consultation required.

CORPORATE IMPLICATIONS

Legal

The Council has various powers to stop up a highway. In this particular case, the Council could apply to the Magistrates Court for an order to stop up the footpath in accordance with Section 116 of the Highways Act 1980. In deciding whether or not to 'stop up' the way the Court would need to be satisfied that the way was 'unnecessary' for public passage. This report indicates that officers are of the view that the footpath is necessary and is an important link between various estate

roads and West Quay Drive and the Marina. If that is the case then the powers under Section 116 of the Highways Act 1980 would not be available.

Section 138 of the Highways Act 1980 states that it is a criminal offence to obstruct a highway (for these purposes including the foot path) by erecting a fence. That being the case, the person(s) responsible for erecting the fence is liable to criminal prosecution which could result in those persons receiving both a substantial fine and criminal record. Should officers wish to pursue this course of action, further advice should be sought from Legal Services.

BACKGROUND PAPERS

Appendix A

Plan

Photographs of the footpath

FROM: JOHN NEWSON
Senior Project Engineer
Engineering Consultancy

TO: RICHARD FARRANT
Divisional Director
Highway Management

EXTN: 3684

Location: 4 East. C.Centre

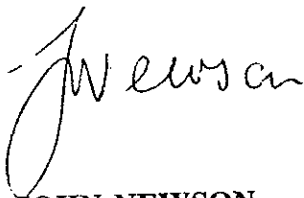
MY REF: JN/1.06

DATE: 29 February 1996

SECTION 38 AND 104 WORKS

I enclose for your information a list of schemes which were adopted as from 1 March 1996.

A copy of the adoption drawings has been sent to both David White and Denise Westlake, for the updating of the Highways Register.



JOHN NEWSON
Senior Project Engineer
Engineering Consultancy

Copies to: David White (4E)
Denise Westlake (3W)
Jeannine Rodmell (4E)
David Fishlock (3S)
John Clavin (3E/13)

enc. 1996/2

(JN-Sect.38)

ADOPTION OF ROADS AND/OR SEWERS

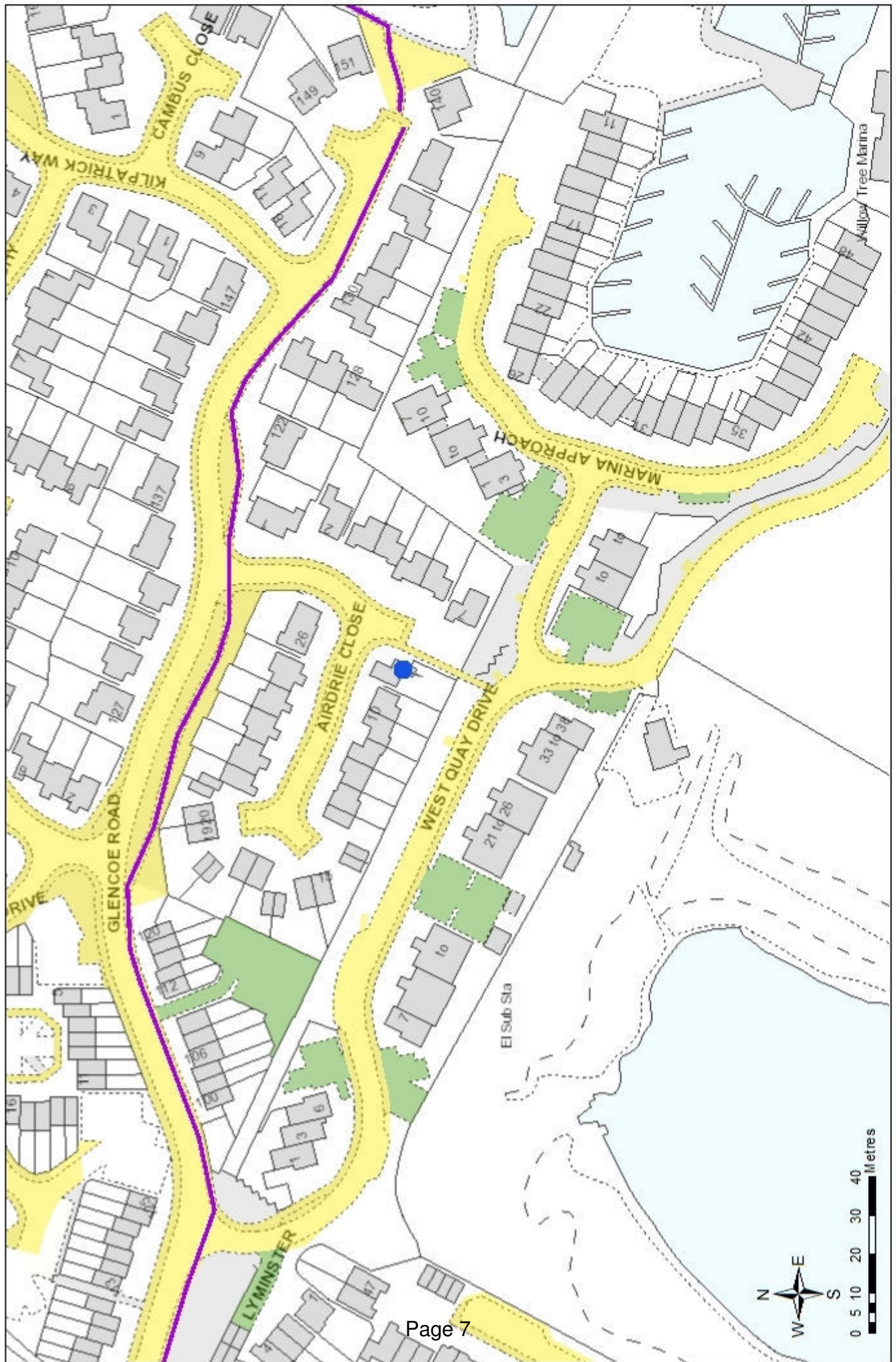
| | HIGHWAYS | | SEWERS | |
|--|------------------|-------------------|-----------------|------------|
| | lin.m | S.W. lin.m | F.W. lin.m | MHS No. |
| Willow Tree Lane (Bovis Phase 2) (Glenarchy Close, Kilpatrick Way, Cambus Close, Airdrie Close). | 634 (plus 81m | 441 additional | 414 footway) | 31 |
| Willow Tree Lane (Bovis Phase 4) (Telford Way (part)). | 76 (plus 25m | 66 additional | 63 footway) | 6 |
| Willow Tree Lane (Bovis Phase 5) (Telford Way (part)). | 61 | 44 | 14 | 5 |
| Willow Tree Lane Sewer Diversion (Phase 6 Jollys Lane) Section 104/116 | - | 35 (additional | 37 lengths) | 10 |
| | | 146 (new | 157 lengths) | 12 |
| | | 111 (old) | 120 lengths) | 2 |
| Victoria Road, South Ruislip Access to Sainsburys | 84 | 56 | - | 2 |
| | 855m | | | |

Previous Adoptions (95/96)

| | | |
|--------|-----------------|--------------|
| 1995/3 | -Nil- | |
| 1995/4 | Peplow Close | 84m |
| | Heathcote Way | 107m |
| 1995/5 | -Nil- | |
| 1995/6 | Meadowlea Close | 100m |
| 1996/1 | Various | <u>1025m</u> |
| | | <u>1316m</u> |

Revised totals as at 1.2.96

| | D.Tp Categories | Length at 1.4.95(Km) | Additions since 1.4.95 | Revised Length(Km) |
|----|---------------------------------|-------------------------|---------------------------|-----------------------|
| 1 | Principal Motorways | 0 | - | 0 |
| 2 | Principal built-up | 47.8 | - | 47.8 |
| 3 | Principal non built-up | 8.7 | - | 8.7 |
| 4 | Classified B roads built up | 24. | - | 24.4 |
| 5 | Classified B roads non built up | 0 | - | 0 |
| 6 | Classified C roads built up | 34.7 | - | 34.7 |
| 7 | Classified C roads non built up | 11.9 | - | 11.9 |
| 8 | Unclassified roads built up | 440. | 2171m | 442.2 |
| 9 | Unclassified roads non built up | 14.1 | - | 14.1 |
| 10 | Footpaths | 80.2 | 381m | 80.6 |



This page is intentionally left blank



This page is intentionally left blank



This page is intentionally left blank



This page is intentionally left blank



This page is intentionally left blank



This page is intentionally left blank

Agenda Item 5

| | |
|---|---------------|
| HARMONDSWORTH HIGH STREET- PETITION REQUESTING 'AT ANY TIME' WAITING RESTRICTIONS. | ITEM # |
|---|---------------|

| | |
|---|--|
| 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 |
| NOT FOR PUBLICATION This report contains confidential or exempt information | N / A |

HEADLINE INFORMATION

| | |
|---|---|
| Purpose of report | To advise the Cabinet Member that a petition has been received from residents living in the Harmondsworth area requesting '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 | Heathrow Villages |

RECOMMENDATION

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

Discussions with the petitioners will allow the Cabinet Member to fully understand the concerns and if it is considered appropriate add the request to the Council's Road Safety Programme.

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 51 signatures has been received from residents living in the Harmondsworth Village area under the following heading:

"We the undersigned, petition you to act on our behalf in the matter of the entrance to Harmondsworth Village. The parking of lorries and cars on the left hand side is a great danger to traffic entering and leaving. Could we ask that the double yellow lines be extended much further into the village so we have a clear view and passage through, also getting rid of the large pavement at the end of Acacia Mews would help as well".

2. The heading of the petition does not indicate exactly where residents would like 'at any time' waiting restrictions, however, a plan attached to the petition appears to indicate that residents would like 'at any time' restrictions implemented on Harmondsworth High Street up to the junction with Acacia Mews. The location is indicated on the plan attached as Appendix A to this report

3. In their petition residents have also asked that the large pavement at the end of Acacia Mews be removed. It would appear that the area in question is a built out kerb constructed some years ago. It is not clear why residents would like this removed so it is suggested that the Cabinet Member discusses this in greater detail and if appropriate asks officers to review the road layout at this location

4. It is 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. As the Cabinet Member is aware experience has shown that the introduction of waiting restrictions in just one area often results in parking transferring to another area. It is suggested that the Cabinet Member discusses with petitioners if further measures may be required at the junctions within Harmondsworth Village.

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 entrance to Harmondsworth Village.

Consultation Carried Out or Required

None at this stage

CORPORATE IMPLICATIONS

Head of Corporate Property and Construction

None at this stage

Legal

There are no special legal implications at this stage.

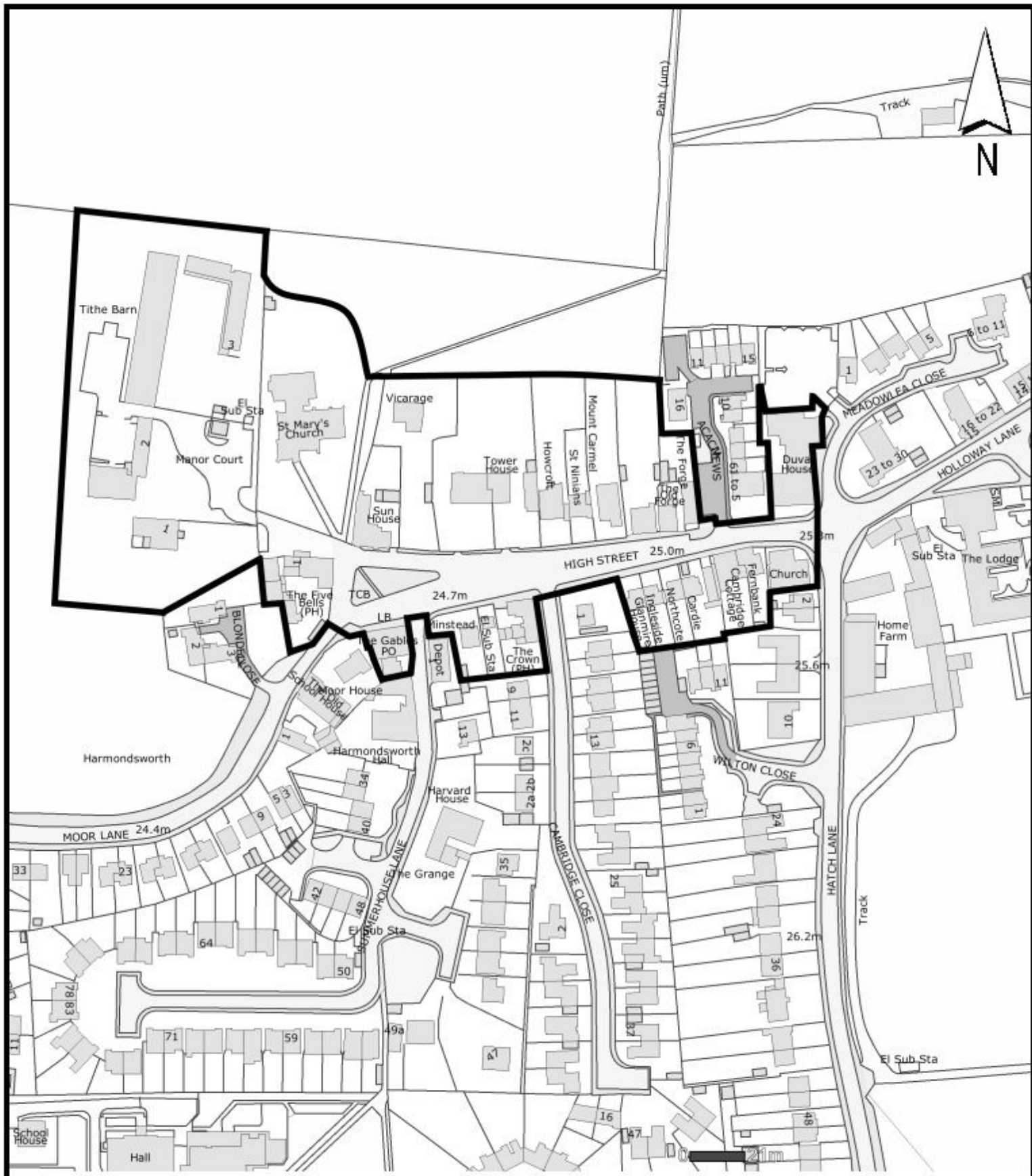
Should there be a decision that the measures of “at any time” parking restrictions, as requested by the Petitioners are to be considered, then the relevant statutory provisions will have to be identified and considered.

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

BACKGROUND PAPERS

Petition received – 15th August 2011

This page is intentionally left blank



High Street, Harmondsworth

Appendix A

Date October 2011

Scale 1:2,000



Extent of High Street, Harmondsworth



This page is intentionally left blank

Agenda Item 6

| | |
|--|---------------|
| SKIPTON DRIVE, HAYES – PETITION REQUESTING TRAFFIC CALMING MEASURES | ITEM # |
|--|---------------|

| | |
|---|--|
| 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 |
| 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 from residents living in Skipton Drive, Hayes requesting traffic calming measures. |
| 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 | Pinkwell |

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.
3. Considers whether, in light of any fresh evidence from the petitioners, he wishes to commission a second traffic volume and speed survey in Skipton Drive, Hayes and report back to the Cabinet Member.

4. Asks Officers to liaise with the Pinkwell 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.

Policy Overview Committee Comments

None at this stage

Supporting Information

1. A petition with 59 signatures has been received from residents living in Skipton Drive, Hayes which represents 65% of the households in this road, under the following heading:

“We, the undersigned, are extremely concerned for the safety of pedestrians and other motorists due to the speed at which vehicles travel along Skipton Drive. We call upon the Cabinet Member for Planning and Transportation to look at traffic calming measures to assist in tackling the speeding that takes place along this road.”

2. Skipton Drive is a residential road linking Bourne Avenue and Pinkwell Lane. The location is shown on the plan attached as Appendix A to this report.

3. The Council has previously received concerns regarding vehicle speeds in Skipton Drive from a local resident; however, these concerns have been investigated through speed surveys by Council Officers which showed the majority of vehicles were travelling at or below the 30mph speed limit. Following further concerns regarding vehicle speeds from the same resident the Council then undertook an independent 24 hour 7 day speed survey and again the results showed that 85% of the vehicles were travelling below the 30mph speed limit. There are no police reported personal injury accidents in the past 36 months up to 31st August 2011.

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 considers whether, in light of any fresh evidence from the petitioners, he wishes to commission a second 24/7 traffic volume and speed survey. It is also suggested that officers liaise with the Pinkwell 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?

To 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

Corporate Construction and Property

There are no property or construction implications at this stage.

Legal

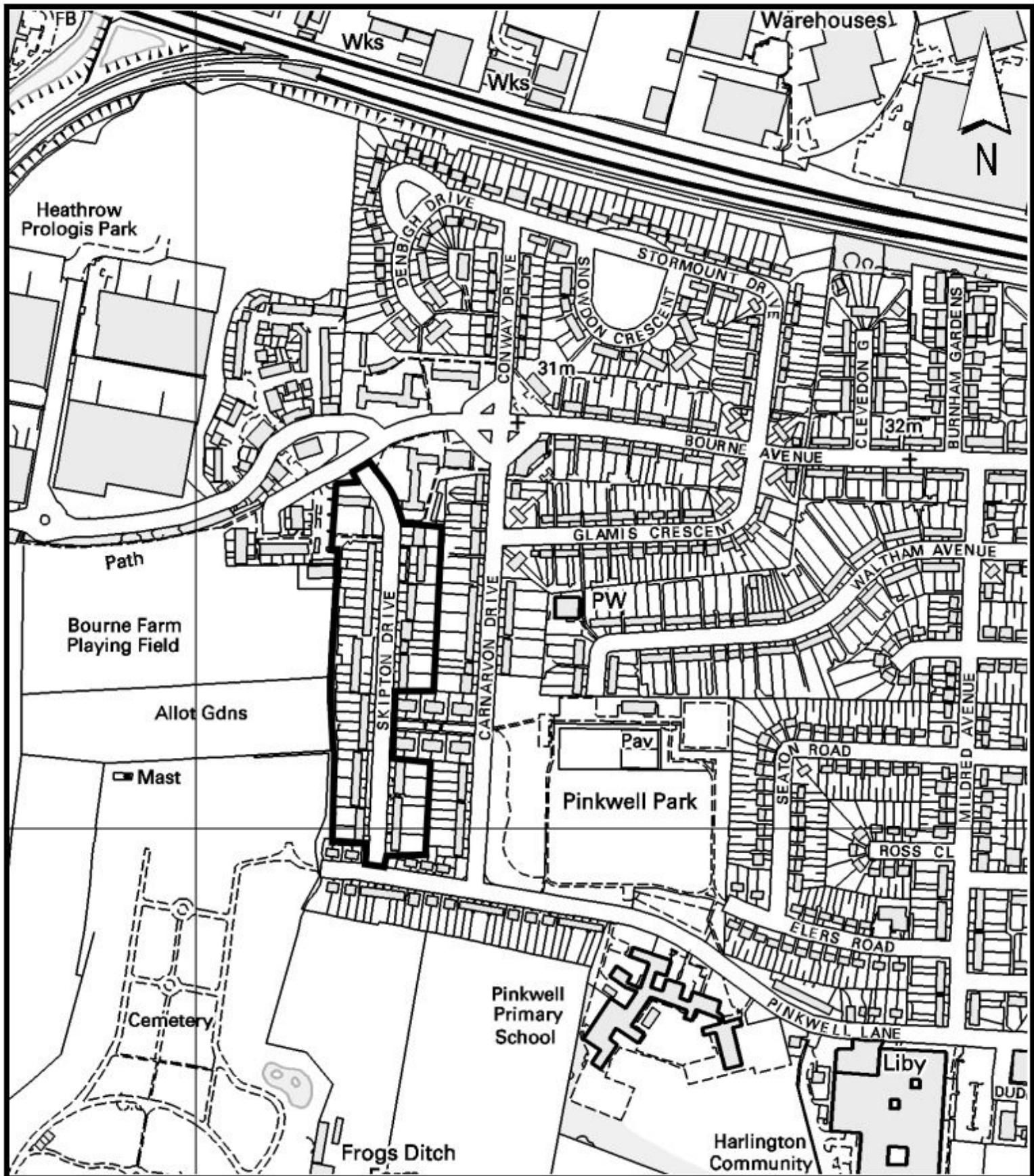
In relation to recommendations 1 to 4, at this stage there are no special legal implications for the proposed actions outlined above. However, should there be a decision that formal parking and traffic controls are to be considered then the relevant statutory provisions will have to be identified and 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 – 16th August 2011

This page is intentionally left blank



Skipton Drive, Hayes

Appendix A

Date December 2011

Scale 1:5,000



Extent of Skipton Drive, Hayes

This page is intentionally left blank

| | |
|---|---------------|
| HILL LANE – PETITION REQUESTING WAITING RESTRICTIONS | ITEM # |
|---|---------------|

| | |
|---|---|
| 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 Hill Lane have requested waiting restrictions to be installed in the 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 | West Ruislip |

RECOMMENDATION

That the Cabinet Member:

- 1. Discusses with petitioners and listens to their concerns regarding all day commuter parking in their road and the request for limited time waiting restrictions.**
- 2. Subject to the outcome of 1. above decides if residents should be further consulted on proposals for limited time waiting restrictions on a section of Hill Lane.**

INFORMATION

Reasons for recommendation

Residents have specifically asked for a one hour waiting restrictions to be installed along a section of Hill Lane.

Alternative options considered

These will be discussed with petitioners

Comments of Policy Overview Committee(s)

Supporting Information

1. A petition with 44 signatures has been submitted to the council under the following heading:

“For a number of years the incidence of commuter parking by those using West Ruislip Station has increased to the point where it is becoming impossible for those living in Hill Lane to go about their normal lives.

Commuter cars are regularly parked across the residents driveways preventing normal access and in such a way as to prevent proper access to the road by Social and Emergency Services.

The Residents do therefore petition the Hillingdon Borough Council that waiting restrictions are put in place for one hour per day from Monday to Friday in order to deter the casual parking of commuter cars; it is proposed that these restrictions be imposed on the area of Hill Lane on both sides of the road stretching from number 22 Hill Lane down to the children’s playground.”

2. The Cabinet Member should be aware that a separate petition has been received from residents in Hill Rise, which is the subject of a separate report for his consideration.

3. The Cabinet Member will remember hearing a petition in February 2010 from residents of Hill Lane & Hill Rise asking for the introduction of waiting restrictions. After listening to their concerns the Cabinet Member asked officers to include this area on the Council’s Parking Programme for subsequent consultation at the earliest opportunity.

4. In liaison with local Ward Councillors a viable consultation area was agreed which included Field Close, Field Way, Hill Lane and Hill Rise. In April 2011 informal consultation was carried out with residents of the above roads to see if they would support the introduction of waiting restrictions. Overall the Council received a 70 % response rate to the consultation which indicated that the majority of residents in all roads consulted did not support waiting restrictions. Therefore no further action was taken to progress these proposals as residents did not appear to support parking restrictions.

5. However it is apparent from the recent petition, which represents 85% of properties on or adjacent to the section of Hill Lane between Orchard Close and the children’s playground that residents have genuine concerns over all day non-residential parking. It is therefore possible to recommend that residents are informally re-consulted on proposals as the previously received responses indicated that residents would not support waiting restrictions on Hill Rise.

6. As the separate petition from residents in Hill Rise covers an adjacent road, the Cabinet Member may wish to hear both petitions at the same petition evening.

Financial Implications

If the residents of Hill Lane indicate support for waiting restrictions along part of road the estimated cost to carry out subsequent statutory consultation will be approximately £1,000. If the restrictions

were subsequently implemented it is estimated to cost approximately £1,000 which subject to Cabinet Member approval can be funded from an allocation made from the Council's Road Safety Programme for the introduction of measures to reduce accident risk.

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

It is recommended that resident be informally consulted on proposal for waiting restrictions along part of Hill Lane.

CORPORATE IMPLICATIONS

Corporate Landlord

None at this stage.

Legal

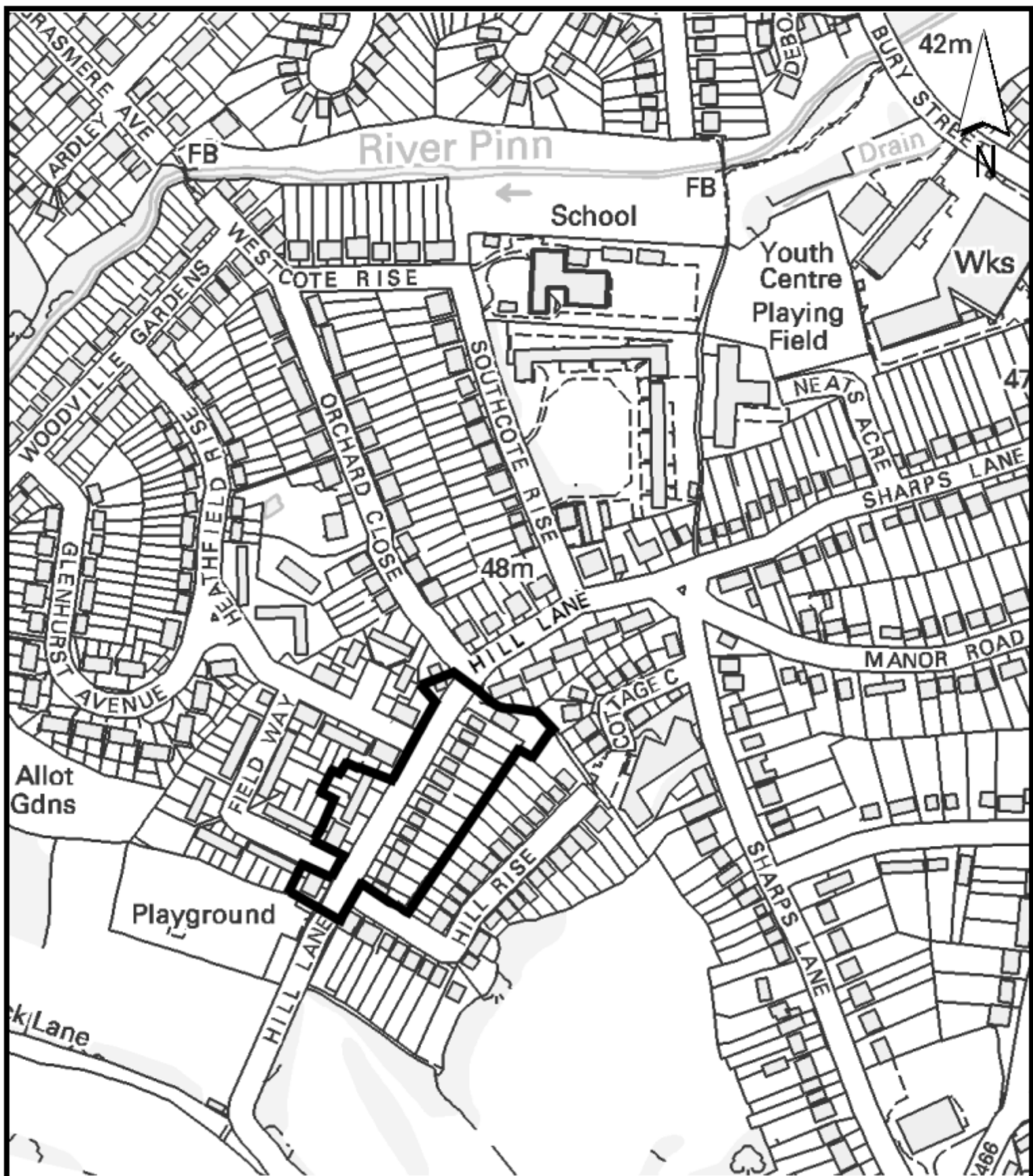
Should the Cabinet Member decide that an informal consultation will be carried out as recommended in the officers report the applicable legal principles are no different from those which apply to statutory consultation; that is to say fairness and natural justice require that there must be no predetermination of the outcome, there must be a full consideration of all representations arising including those which do not accord with the officer recommendation and the decision maker must be satisfied that responses from the public are conscientiously taken into account.

If following the informal consultation, the Cabinet Member decides that formal parking and traffic controls are to be considered then the relevant statutory provisions will have to be followed.

BACKGROUND PAPERS

Petition received by Democratic Services – 21st July 2011

This page is intentionally left blank



Hill Lane, Ruislip

Appendix A

Date September 2011

Scale 1:3,500



No. 22-48 even and Nos. 23-39 Hill Lane

This page is intentionally left blank

| | |
|---|---------------|
| HILL RISE – PETITION REQUESTING WAITING RESTRICTIONS | ITEM # |
|---|---------------|

| | |
|---|---|
| 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 Hill Rise have requested waiting restrictions to be installed in the 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 | West Ruislip |

RECOMMENDATION

That the Cabinet Member:

- 1. Discusses with petitioners and listens to their concerns regarding all day commuter parking in their road and the request for limited time waiting restrictions.**
- 2. Subject to the outcome of 1. above decides if residents should be further consulted on proposals for limited time waiting restrictions on a section of Hill Rise.**

INFORMATION

Reasons for recommendation

Residents have specifically asked for a one hour waiting restrictions to be installed in Hill Rise.

Alternative options considered

These will be discussed with petitioners

Comments of Policy Overview Committee(s)

Supporting Information

1. A petition with 41 signatures has been submitted to the council under the following heading:

“For a number of years the incidence of commuter parking by those using West Ruislip Station has increased to the point where it is becoming impossible for those living in Hill Rise to go about their normal lives.

Commuter cars are regularly parked across the residents driveways preventing normal access and in such a way as to prevent proper access to the road by Social and Emergency Services.

The Residents do therefore petition the Hillingdon Borough Council that waiting restrictions are put in place for one hour per day from Monday to Friday in order to deter the casual parking of commuter cars.”

2. The Cabinet Member should be aware that another petition has been submitted under a similar heading from the residents of Hill Lane who have specified a particular area for parking restrictions along their road, although no preferred operational times were specified in this petition. This petition will be considered by the Cabinet Member separately.

3. The Cabinet Member will remember hearing a petition in February 2010 from residents of Hill Lane & Hill Rise asking for the introduction of waiting restrictions. After listening to their concerns the Cabinet Member asked officers to include this area on the Council’s Parking Programme for subsequent consultation at the earliest opportunity.

4. In liaison with local Ward Councillors a viable consultation area was agreed which included Field Close, Field Way, Hill Lane and Hill Rise. In April 2011 informal consultation was carried out with residents of the above roads to see if they would support the introduction of waiting restrictions. Overall the Council received a 70 % response rate to the consultation which indicated that the majority of residents in all roads consulted did not support waiting restrictions. Therefore no further action was taken to progress these proposals as residents did not appear to support parking restrictions.

5. However, it is apparent from the recent petition which represents 75% of properties on Hill Rise, residents have genuine concerns over all day non-residential parking. It is therefore possible to recommend that residents are informally consulted on these proposals as previously responses to a consultation indicated that residents did not support waiting restrictions on Hill Rise.

6. As the separate petition from residents in Hill Lane covers an adjacent area, the Cabinet Member may wish to hear both petitions at the same petition evening.

Financial Implications

If the residents of Hill Rise indicate support for waiting restrictions along part of road the estimated cost to carry out subsequent statutory consultation will be approximately £1,000. If the restrictions were subsequently implemented it is estimated to cost approximately £1,000 which subject to Cabinet Member approval can be funded from an allocation made from the Council's Road Safety Programme for the introduction of measures to reduce accident risk.

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

It is recommended that resident be informally consulted on proposal for waiting restrictions along part of Hill Rise.

CORPORATE IMPLICATIONS

Corporate Landlord

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). 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 means that the Council must balance the views of consultees with the statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic.

The issues raised by residents in the petition are a relevant consideration in deciding whether to impose waiting restrictions. 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.

BACKGROUND PAPERS

Petition received by Democratic Services – 21st July 2011

This page is intentionally left blank



Hill Rise, Ruislip

Appendix A

Date September 2011

Scale 1:3,500



Extent of Hill Rise, Ruislip

This page is intentionally left blank