



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

Date: WEDNESDAY, 18 JULY
2012

Time: 7.00 PM

Venue: CIVIC CENTRE

**Meeting
Details:** Members of the Public and
Press are welcome to attend
this meeting

Cabinet Member hearing the petitions:

Keith Burrows, Cabinet Member for
Planning, Transportation and Recycling

How the hearing works:

The petition organiser (or his/her
nominee) can address the Cabinet
Member for a short time and in turn the
Cabinet Member may also ask questions.

Local ward councillors are invited to these
hearings and may also be in attendance
to support or listen to your views.

After hearing all the views expressed, the
Cabinet Member will make a formal
decision. This decision will be published
and sent to the petition organisers shortly
after the meeting confirming the action to
be taken by the Council.

**This agenda and associated
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large print or on audio tape.
Please contact us for further
information.**

Published: Tuesday, 10 July 2012

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

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INVESTOR IN PEOPLE

Useful information

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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.

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
3	7pm	Moor Lane, Harmondsworth - Petition Requesting 'At Any Time' Waiting Restrictions	Heathrow Villages	1 - 6
4	7pm	Lime Grove, Ruislip - Petition Requesting a Residents' Parking Scheme	Cavendish; Eastcote & East Ruislip	7 - 12
5	7.30pm	Boundary Road, Eastcote - Petition Requesting Parking Restrictions Outside The School Entrance	Eastcote & East Ruislip	13 - 18
6	8pm	Petition Requesting Station Road, Hayes To Be Re-Opened To Two Way Traffic	Botwell; Townfield	19 - 22
7	8pm	Petition Requesting A Permanent Parking Enforcement Officer At St Martins School Times	Northwood	23 - 28

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MOOR LANE, HARMONDSWORTH – PETITION REQUESTING ‘AT ANY TIME’ WAITING RESTRICTIONS

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation and Recycling
Officer Contact(s)	Danielle Watson, Planning, Environment, Education and Community Services
Papers with report	Appendix A

HEADLINE INFORMATION

Summary	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

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 add the request to the Council’s Road Safety Programme.

Reasons for recommendation

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

Alternative options considered / risk management

None at this stage.

Policy Overview Committee comments

None at this stage.

INFORMATION

Supporting Information

1. A petition with 30 signatures has been received from residents living in the Harmondsworth Village area under the following heading:

“We, the undersigned, would like to complain about the severe problems we are having with parked vehicles in Moor Lane, Harmondsworth running up towards the bridge. We would request that double yellow lines are installed as soon as possible to alleviate the problems we are experiencing.”

2. Moor Lane lies to the west of Harmondsworth High Street and the location is indicated on Appendix A. Moor Lane is a mixture of residential properties, light industry with green space opposite. The width of the carriageway is approximately 6.2 metres from its junction with the High Street to its junction with Moorland Road. There are bollards located on the junction of Moor Lane and Accommodation Lane to prohibit traffic.

3. The Cabinet Member will recall the recent petitions from residents living in the Harmondsworth area requesting parking measures, one asking for ‘at any time’ waiting restrictions on High Street, Harmondsworth and another from residents of Candover Close asking for a residents’ parking scheme. It is evident that there are various parking issues in Harmondsworth Village which may be the result of The Heathrow Parking Management Scheme being extended over the years.

4. The request would appear justified and it is therefore recommended that the Cabinet Member discusses with petitioners their concerns with parking and adds the petitioners’ request to the Council’s Road Safety Programme.

Financial Implications

There are none associated with the recommendations in this report. If works are subsequently required, suitable funding will need to be identified within the road safety programme.

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.

Consultation Carried Out or Required

None at this stage

CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and concurs with the financial implications as stated.

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.

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

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

Corporate Property and Construction

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

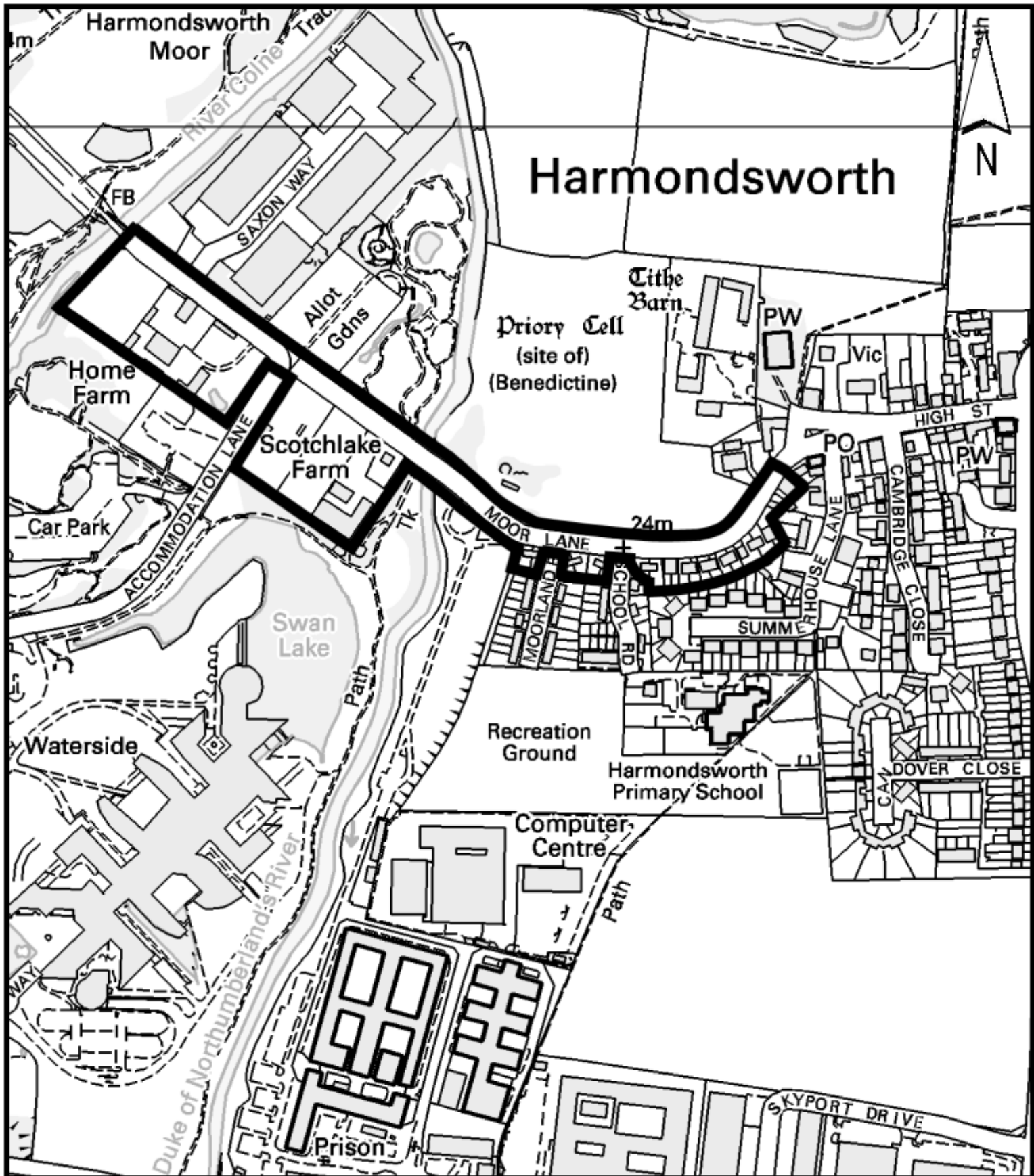
Relevant Service Groups

None at this stage.

BACKGROUND PAPERS

Petition received February 2012

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Moor Lane, Harmondsworth

Appendix A

Date May 2012

Scale 1:4,500



Extent of Moor Lane, Harmondsworth

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LIME GROVE, RUISLIP – PETITION REQUESTING A RESIDENTS' PARKING SCHEME

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation and Recycling
Officer Contact(s)	Danielle Watson, Planning, Environment, Education and Community Services
Papers with report	Appendix A

HEADLINE INFORMATION

Summary	To inform the Cabinet Member that a petition has been received from residents living in Lime Grove, Ruislip asking the Council to introduce 'resident only parking' in their road. This request can be considered in relation to the Council's programme for the introduction of managed parking schemes.
Contribution to our plans and strategies	The request can be considered in relation to the Council's strategy for on-street parking controls.
Financial Cost	There are none associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services
Ward(s) affected	Cavendish and Eastcote & East Ruislip

RECOMMENDATIONS

That the Cabinet Member:

1. **meets and discusses with petitioners their concerns with parking on Lime Grove, Ruislip.**
2. **subject to 1 above, asks officers to add the request to the Council's overall parking programme for subsequent investigation.**

Reasons for recommendation

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

Alternative options considered / risk management

None at this stage.

Policy Overview Committee comments

None at this stage.

INFORMATION

Supporting Information

1. A petition with 39 signatures has been received from residents living in Lime Grove, Ruislip under the following heading:

'We, the undersigned, request that a 'Residents Parking Management Scheme' be considered for Lime Grove, Ruislip'

2. Lime Grove is a residential road with a junction on to Elm Avenue close to Field End Road, it leads to Kent Gardens, a residential cul-de-sac, as well a new development known as the Sandringham Housing Estate. The location is indicated on Appendix A and lies on the periphery of the Eastcote Parking Management Scheme 'Zone E' and is a convenient place for commuters and visitors to Eastcote shopping centre. Lime Grove currently has staggered limited waiting restrictions which were installed in 2008 following parking and road safety concerns from residents.

3. The petition organiser points out in a letter accompanying the petition that parking pressure has increased since residents of Hawthorn Avenue and Morford Way were included in the Eastcote Parking Management Scheme. It is also noted that the petition has been signed by residents living in the southern end of Lime Grove, predominately near the footpath leading to Hawthorn Avenue rather than residents in the northern end of Lime Grove.

4. Therefore it is recommended that the Cabinet Member discusses with the petitioners their concerns with parking and, subject to the outcome, asks officers to add the request to the Council's Parking Programme. It is also suggested that, subject to the outcome of the petition evening, Ward Councillors are asked for their views on a suitable consultation area. The Cabinet Member is aware, and experience has shown, that it is likely parking could transfer if only Lime Grove were to be included in an extension to the current scheme.

Financial Implications

There are none associated with the recommendations in 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.

Consultation Carried Out or Required

None at this stage

CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and concurs with the financial implications as stated.

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. 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).

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. If a local authority decides to embark upon a non-statutory process of consultation, the applicable principles are no different from those which apply to statutory consultation: see R (Partingdale Lane Residents Association) v Barnet London Borough Council [2003] EWHC 947 (Admin), [2003] All ER (D) 29.

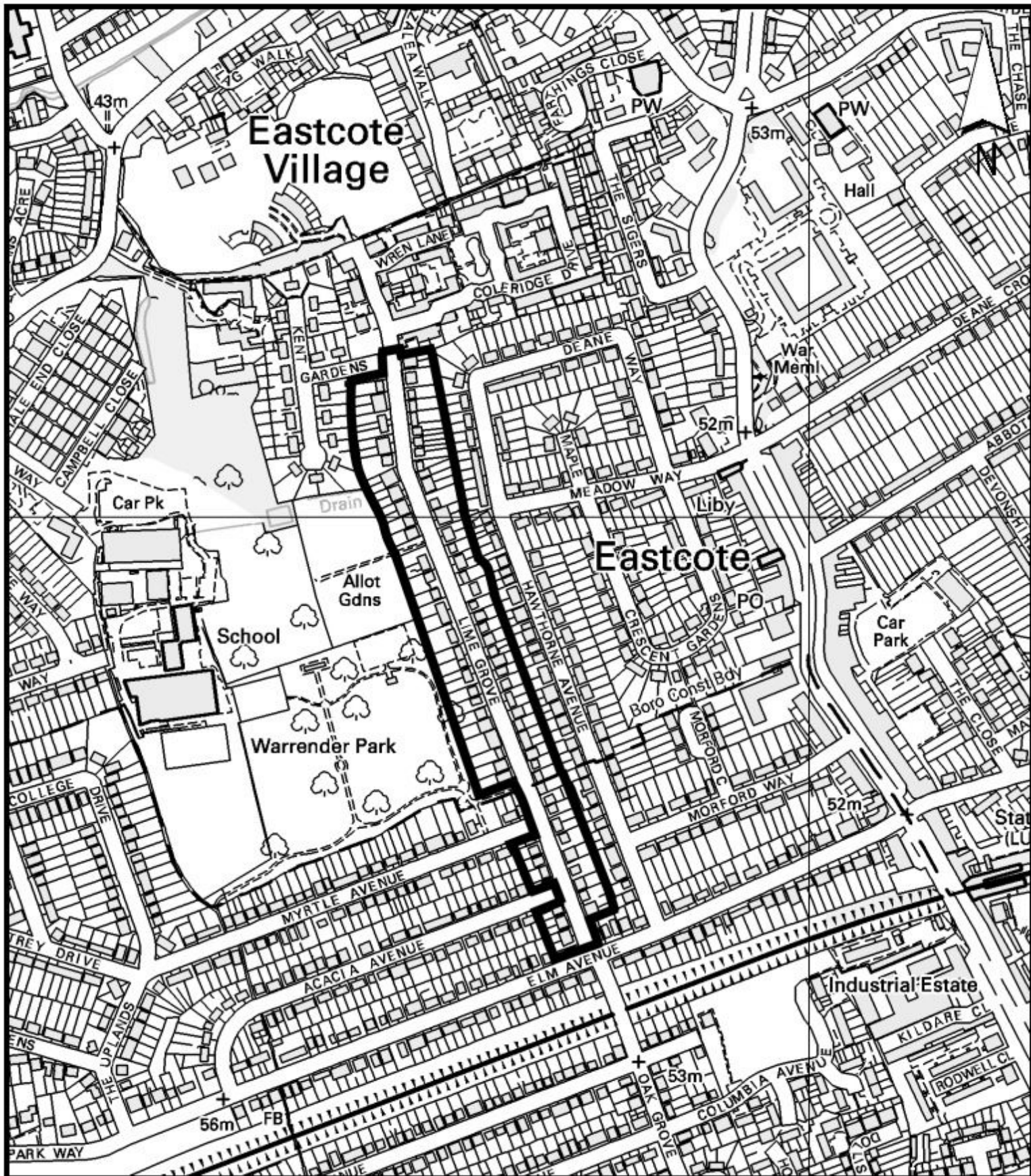
Corporate Property and Construction

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

BACKGROUND PAPERS

Petition received February 2012

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Lime Grove, Eastcote

Appendix A

Date May 2012

Scale 1:5,500



Extent of Lime Grove, Eastcote

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BOUNDARY ROAD, EASTCOTE – PETITION REQUESTING PARKING RESTRICTIONS OUTSIDE THE SCHOOL ENTRANCE

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation and Recycling
Officer Contact(s)	Danielle Watson Planning, Environment, Education and Community Services
Papers with report	Appendix A

HEADLINE INFORMATION

Summary	To inform the Cabinet Member that a petition has been received from residents living near Cannon Lane First School, Pinner asking the Council to introduce controlled parking outside the school.
Contribution to our plans and strategies	The request can be considered in relation to the Council's strategy for on-street parking controls.
Financial Cost	There are none associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward(s) affected	Eastcote and East Ruislip

RECOMMENDATIONS

That the Cabinet Member:

- 1. Meets and discusses with petitioners their concerns with parking on Boundary Road, Eastcote.**
- 2. Subject to 1 above, asks officers to add the request to either the Council's overall parking programme or the Council's Road Safety Programme for subsequent investigation.**

Reasons for recommendation

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

Alternative options considered / risk management

None at this stage.

Policy Overview Committee comments

None at this stage.

INFORMATION

Supporting Information

1. A petition with 30 signatures has been received from residents living on or around Boundary Road, Eastcote under the following heading:

'I/We would like a controlled parking zone outside the school entrance on Boundary Road'.

2. Boundary Road is a residential road with junctions with Boldmere Road and North View. The location is indicated on Appendix A and lies on the periphery of the Eastcote Parking Management Scheme Zone E and the Borough boundary.

3. Cannon Lane First School is located in the London Borough of Harrow. However, there is an entrance on Boundary Road which falls within the London Borough of Hillingdon.

4. There are two accompanying letters with the petition, one from the lead petitioner and another from the Head Teacher of Cannon Lane First School, which indicate that there has been previous dialogue between the school, parents and residents regarding the parking problems that arise during school opening and closing times.

5. Therefore, it is recommended that the Cabinet Member discusses with the petitioners their concerns with parking and subject to the outcome asks officers to add the request either to the Council's Parking Programme or the Council's Road Safety Programme for further investigation.

Financial Implications

There are none associated with the recommendations in this report.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

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

Consultation Carried Out or Required

None at this stage.

CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and concurs with the financial implications as stated.

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.

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. Accordingly, the Council must balance the concerns of the objectors with its statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

Should the outcome of the informal discussions with petitioners require that officers add the request to either the Council's overall parking programme or the Council's Road Safety Programme for subsequent investigation, there will need to be consideration of Highways Act 1980, the Road Traffic Regulation Act 1984, the Traffic Signs Regulations and General Directions 2002, which govern road traffic orders, traffic signs and road markings. If specific advice is required in relation to the exercise of individual powers, Legal Services should be instructed.

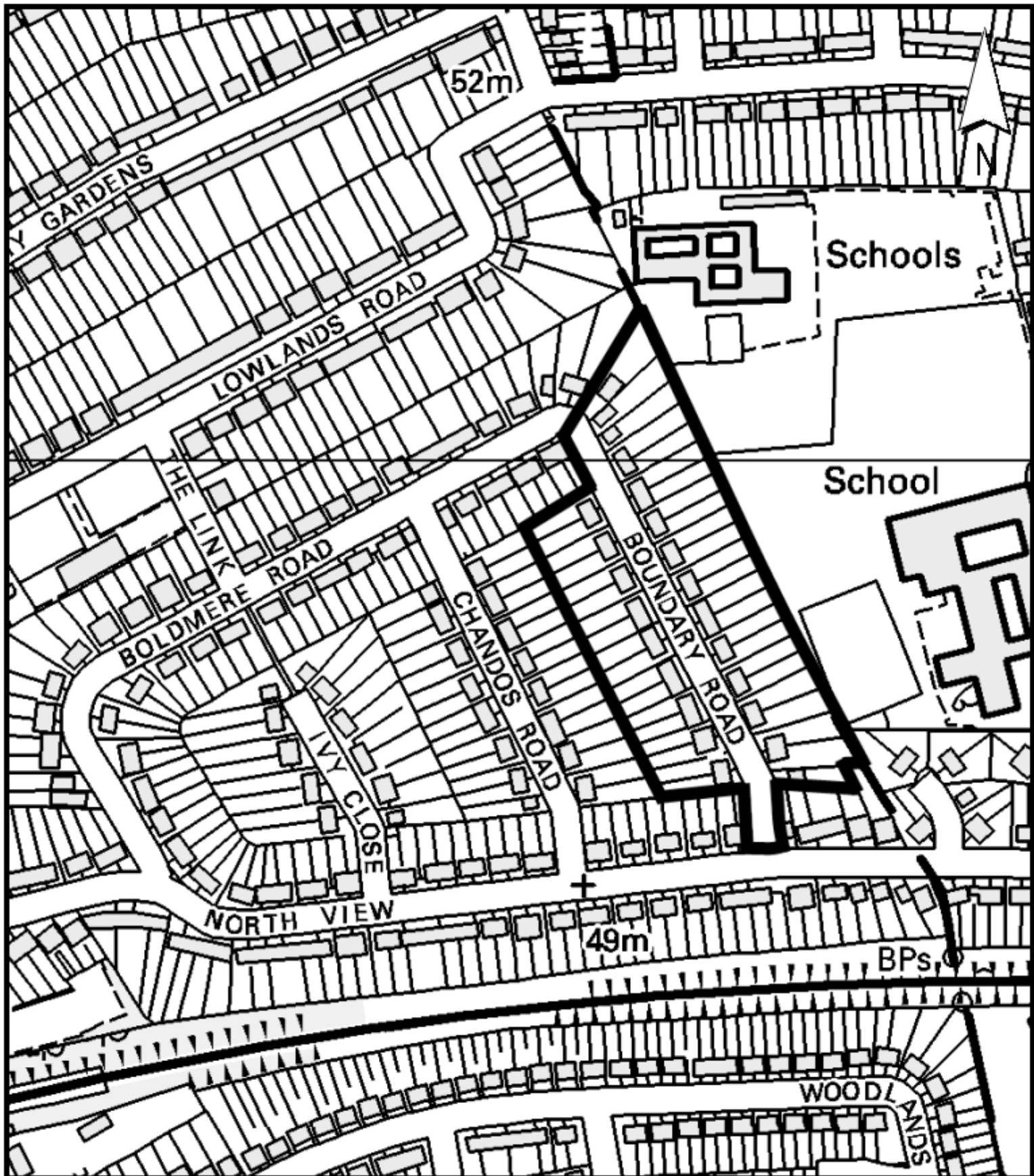
Corporate Property and Construction

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

BACKGROUND PAPERS

None.

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Boundary Road, Eastcote

Appendix A

Date May 2012

Scale 1:3,000



Extent of Boundary Road, Eastcote

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PETITION REQUESTING STATION ROAD, HAYES TO BE RE-OPENED TO TWO WAY TRAFFIC

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation and Recycling
Officer Contact(s)	Hayley Thomas Planning, Environment, Education and Community Services
Papers with report	None

HEADLINE INFORMATION

Summary	To inform the Cabinet Member that a petition has been submitted from residents and businesses requesting that Station Road, Hayes be re-opened to two way traffic.
Contribution to our plans and strategies	The proposals can be considered as part of the Council's strategy for road safety.
Financial Cost	There are no costs associated with this report.
Relevant Policy Overview Committee	Residents' and Environment Services
Ward(s) affected	Botwell and Townfield

RECOMMENDATIONS

That the Cabinet Member:

- 1) meets and discusses with the petitioners their concerns with the current traffic arrangements in Station Road, Hayes.
- 2) subject to 1) above, asks officers to include the petition request and the outcome of discussions with petitioners in the ongoing study for possible improvements to traffic movements in Hayes Town Centre.

Reasons for recommendation

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

Alternative options considered / risk management

These will be discussed with petitioners.

Policy Overview Committee comments

None at this stage.

INFORMATION

Supporting Information

1. A petition with 1,386 signatures has been received from residents and businesses under the following heading:

“We the under signed petition the London Borough of Hillingdon that the Station Road, Hayes be opened to traffic which in turn will help stop antisocial behaviour, night time crime behaviour and will be safe for the community to walk safely. Most of all will help businesses to thrive.”

2. The Council undertook informal consultation in November 1989 with residents and businesses in Hayes on proposals to make improvements to traffic movements in Station Road following plans for the installation of the Hayes Bypass. Of the 1,766 who responded to the consultation, 92% were in support of the proposals for the pedestrianisation of Station Road. Statutory consultation on a detailed design took place in November 1990 and the pedestrianisation scheme for Station Road was implemented the following year.

3. In the period subsequent to the implementation of the original scheme, a number of concerns were raised by businesses that the new layout restricted access for deliveries and the removal of on-street parking outside their businesses had severely affected trade. Subsequently, the scheme was amended to create a semi-pedestrianised scheme which allowed vehicular access into Station Road and provision for pay-and-display echelon parking.

4. A key priority for Hillingdon’s regeneration strategy ‘Sustain, Renew and Prosper’ is to ensure the success and viability of town centres. The ‘Total Approach’ approved by Cabinet in June 2011, ensures a co-ordinated approach to maximising the value of Council and external investment to deliver improvements to our town centres.

5. The Cabinet Member will be aware that Cabinet has set the priorities in terms of town centres in Hillingdon which will be subjected to this more holistic approach, and that Hayes Town Centre is one of the first three to benefit from the Council’s renewed focus. In tandem with the new strategic direction adopted in June 2011, the Mayor of London began to offer opportunities for outer London boroughs to bid for funding to help improve their town centres, in the form of the ‘Outer London Fund’. As a result of a successful bid in the late summer of 2011, a grant of £240,000 was made available which not only has helped transform 40 shop frontages in Coldharbour Lane and Station Road, together with 968 square metres of private shop forecourts in Coldharbour Lane. It has also allowed the Council to undertake a study of the current traffic movements in Hayes, which looked at some of the issues with the current layout and possible options to address these. This project involved a key group of stakeholders including local Ward Councillors, local Safer Neighbourhood Team and representatives from the Hayes Town Partnership and Hayes Town Business Forum.

6. The Cabinet Member will also be aware that Hayes has a number of major developments taking place, which include Crossrail, the Ballymore development and the redevelopment of the

former EMI site. These projects not only aim to improve links to central London but also create more job opportunities and increase footfall in Hayes Town. Therefore, improving traffic movement and linking these developments with the rest of the town centre are key.

7. As part of the ongoing dialogue with the stakeholder group, the Council is exploring various options to improve Hayes Town Centre, including a bid to Transport for London for Major Schemes funding and whilst no final decisions have been made, pending further scheme development and consultations, various options for improving traffic flow and accessibility form part of these studies. The present petition will therefore add to the store of knowledge which the Council will be able to draw upon in considering the most appropriate next steps.

8. It is clear that there are specific concerns which have been raised by the petitioners and it is therefore recommended that the Cabinet Member meets them and discusses their concerns. Subject to these discussions, it is also recommended that the Cabinet Member asks officers to include comments or suggestions alongside any subsequent consultation for improvements to Hayes Town centre.

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

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

CORPORATE IMPLICATIONS

Corporate Finance

There are no financial implications arising from this report.

Legal

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

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

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

Corporate Property and Construction

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

BACKGROUND PAPERS

None.

PETITION REQUESTING A PERMANENT PARKING ENFORCEMENT OFFICER AT ST MARTINS SCHOOL TIMES

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	Roy Clark Planning, Environment, Education and Community Services
Papers with report	Appendix A

HEADLINE INFORMATION

Summary	To inform the Cabinet Member that a petition with 26 signatures has been received requesting a permanent parking enforcement officer at St Martins School times.
Contribution to our plans and strategies	The residents' request will 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

RECOMMENDATIONS

That the Cabinet Member:

1. meets and discusses with the petitioners their concerns about the lack of consideration shown by parents and relatives when dropping off and picking up their children from St Martins School in Moor Park Road, Northwood.
2. subject to the outcome of (1) above, ask officers in Parking Services to review the level of parking enforcement in this area, and carry out some additional short-term enforcement in an attempt to break the bad habits of parents and relatives.
3. subject to the outcome of (1) above, ask officers in the Road Safety and School Travel team to engage in further dialogue with the school to remind them of their duty of care as members of the local community.

Reasons for recommendation

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

Alternative options considered / risk management

These can be identified from the discussions with the petitioners.

Policy Overview Committee comments

None at this stage.

INFORMATION

Supporting Information

1. A petition with 26 signatures has been received and signed by residents of Moor Park Road and Kewferry Road, Northwood. Set out below is an extract from the petition explaining their request:

“The residents of the roads in close proximity to St Martin’s School, Moor Park Road, Northwood, request a permanent traffic enforcement officer (term time only) at the beginning and end of the school day. The parking has become a major issue with those collecting children from the school, parking on double yellow lines, parking across residents’ driveways and parking at the junctions of both Moor Park Road with Kewferry Road as well as Moor Park Road with Hill Road.”

2. St Martins School is situated on the north side of Moor Park Road in Northwood, east of the junction with Kewferry Road. There is a yellow zig-zag keep clear marking outside the school in Moor Park Road. There are also double yellow line parking restrictions in the road as well as at the junctions with Kewferry Road and Mezen Close. In common with many of the schools in the Borough, the road does suffer from parking problems at the beginning and end of the school day, when parents or guardians arrive by car to drop off or collect their children, but the Council endeavours to keep this to a minimum by deploying civil enforcement officers as resources allow.

3. An external contractor, Mouchel, carries out parking enforcement on behalf of the Council, and deploys approximately thirty-five civil enforcement officers, who enforce all parking restrictions throughout the Borough. This includes all yellow lines, loading, disabled and permit bays, and car parks across the Borough plus other various offences. During school arrival and departure times, officers are diverted to areas around schools across the Borough and on average 24 schools are visited each day.

4. With over 100 schools in the Borough, it is clearly not possible to be present at every school each day, so a rota has been devised to ensure that enforcement is carried out in a fair and equitable manner. Consequently, each school is visited by the civil enforcement officers on average about once a week.

5. During the period since the Easter holiday, Monday 16 April 2012 through until Monday 28 May 2012, St Martin’s School was visited on six occasions. Although no major problems

were reported by the contractor, four motorists were asked to move on and one penalty charge notice was issued.

6. In the past, where there have been problems in specific areas, arrangements have been made to increase enforcement for a short period to endeavour to change motorist behaviour. Operations have also been carried out in conjunction with the local Safer Neighbourhood Police team. This could be carried out during the autumn term in this locality.

7. For information, where a vehicle is parked on a double yellow line, an observation period of five minutes is required before a civil enforcement officer is able to issue a penalty charge notice. For that reason, in many instances a motorist is asked to move on rather than be issued with a penalty charge notice (PCN). In many cases, the act of picking up or dropping off a child does not exceed five minutes.

8. The Council's Road Safety and School Travel Plan Team engage with all schools in the Borough relating to their school travel plan. This is to help develop a shared understanding of the road safety and sustainable transport challenges faced by schools and include issues concerning alternatives to travelling to school by car. Efforts are also made to educate parents in how to behave responsibly outside schools to minimise the risk to children.

9. Three separate attempts have been made by the Council's Road Safety and School Travel Plan Team to contact the school within the last year, but unfortunately no response has been received to date. Further efforts will be made to establish contact, and a visit to the headmaster will be scheduled for the autumn term.

Financial Implications

If measures such as an overall increase in enforcement resources were subsequently approved by the Cabinet Member, this would require additional funding. At this stage, the estimated cost for these measures is unknown and could only be determined following investigation.

A short-term increase in enforcement, obtained by rearranging the existing Council-wide enforcement levels would have no financial implications.

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 suggest possible measures to address the issues.

Consultation Carried Out or Required

None at this stage.

CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and confirms that there are no direct financial implications arising from the recommendations contained within this report.

Legal

The Council is a civil enforcement authority empowered by the Traffic Management Act 2004 to enforce parking contraventions within its area by the use of civil enforcement officers.

The Council are under a duty imposed by section 122 of the Act to secure the expeditious, convenient and safe movement of vehicular and other traffic and the provision of suitable and adequate parking facilities on and off the highway. The Council must, so far as practicable, have regard to a number of matters set out in Section 122 (2) of the Act, which are as follows:

- I. The desirability of securing and maintaining reasonable access to premises.
- II. The effect on the amenities of any locality affected, including the importance of regulating and restricting the use of roads by heavy commercial vehicles so as to preserve or to improve the amenities of the areas through which the roads run.
- III. The National Air Quality strategy prepared under Section 80 of the Environmental Act 1995.
- IV. The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or wishing to use such vehicles.
- V. Any other matter appearing to the Local Authority to be relevant.

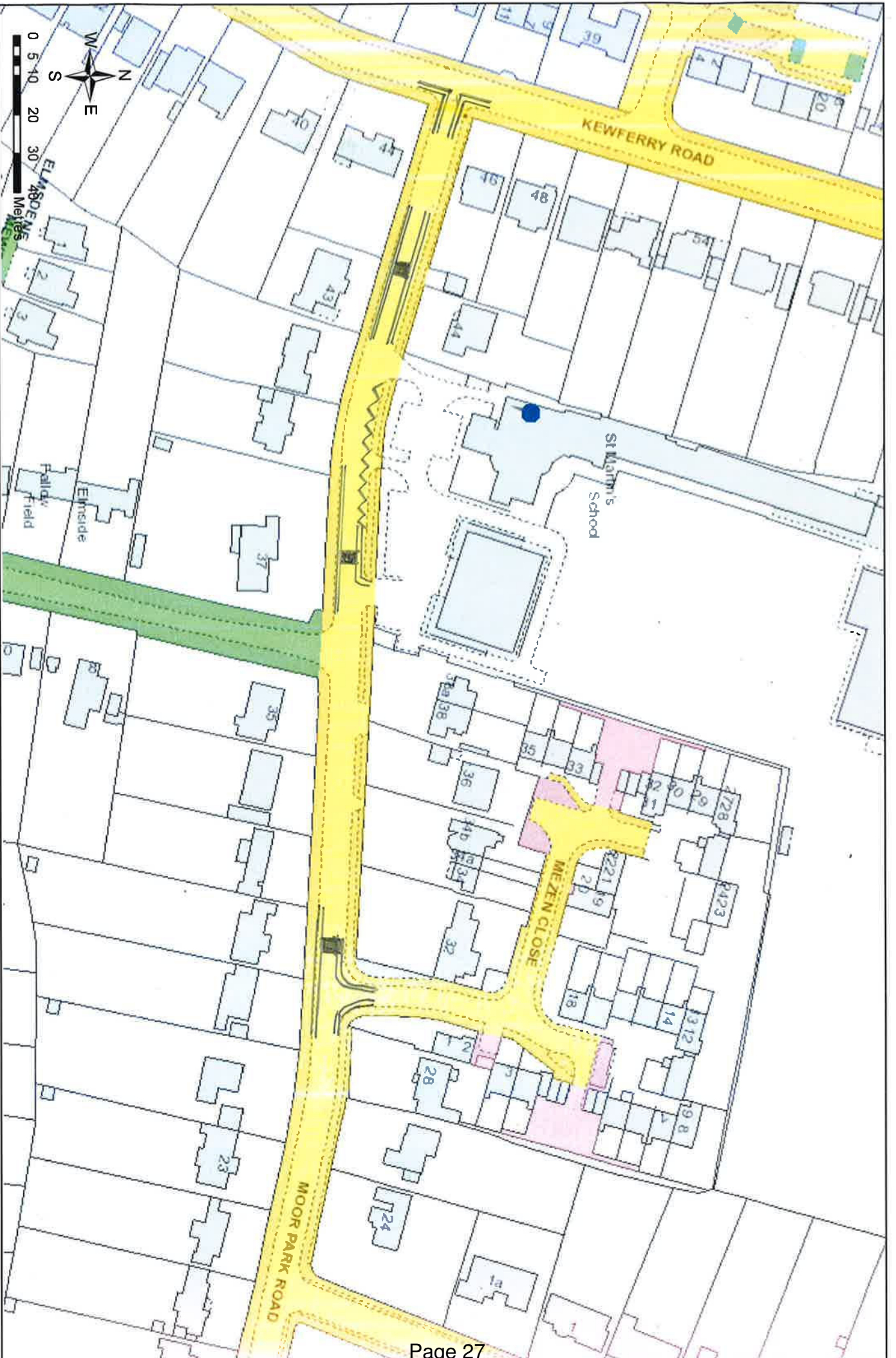
Exercising the Council's statutory powers with the object of improving highway safety and achieving the expeditious movement of traffic is a legitimate and lawful exercise of these powers.

In considering the petition, 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 matters raised by the petition are conscientiously taken into account.

BACKGROUND PAPERS

A plan showing the location of St. Martin's School and adjacent roads is attached as Appendix A. This shows the location of the school in Moor Park Road and the extent of existing parking regulations.

Appendix A: St. Martin's School, Northwood



Map Notes

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