



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

Date: WEDNESDAY, 23
JANUARY 2013

Time: 7.00 PM

Venue: COMMITTEE ROOM 3 -
CIVIC CENTRE, HIGH
STREET, UXBRIDGE UB8
1UW

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

Cabinet Member hearing the petitions:

Keith Burrows, Cabinet Member for
Planning, Transportation and Recycling

How the hearing works:

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

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

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

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

Published: Tuesday, 15 January 2013

Contact: Steven Maiden
Tel: 01895 250472
Fax: 01895 277373
Email: smaiden@hillington.gov.uk

This Agenda is available online at:
<http://modgov.hillingdon.gov.uk/ieListMeetings.aspx?CId=252&Year=2013>

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 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.
- 3 Residents' request for traffic calming for Kings College Road, Ruislip (p. 1-8)
- 4 Residents' request for a single yellow line or permit parking in Boniface Road, Ickenham (p. 9-16)
- 5 Residents' request for restricted parking in Lodore Green, Ickenham (p. 17-22)
- 6 Petition from the Ruislip Residents' Association objecting to the proposed extension of loading hours (p. 23-28)
- 7 Petition objecting to proposed parking restrictions in Tavistock Road, Yiewsley (p. 29-34)

This page is intentionally left blank

KINGS COLLEGE ROAD, RUISLIP - PETITION REQUESTING TRAFFIC CALMING MEASURES

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation and Recycling
Officer Contact(s)	Catherine Freeman Residents Services
Papers with report	Appendices A & B

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that a petition with 27 signatures has been received from local residents requesting additional traffic calming measures on Kings College Road.
Contribution to our plans and strategies	The Council's Road Safety Programme.
Financial Cost	There are no financial implications to this report.
Relevant Policy Overview Committee	Residents' & Environmental Services
Ward(s) affected	Eastcote and East Ruislip

2. RECOMMENDATIONS

That the Cabinet Member:

1. **Meets with the petitioners and considers their request for traffic calming measures on Kings College Road.**
2. **Subject to (1), asks officers to place this request on the Council's Road Safety Programme for subsequent investigation and the development of possible options.**

Reasons for recommendation

The petition hearing will provide a valuable opportunity to hear directly from the petitioners of their concerns and suggestions.

Alternative options considered / risk management

These can be discussed in greater detail with petitioners.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. The Council has received a petition with 27 signatures from local residents requesting additional traffic calming measures on Kings College Road.
2. The northern section of Kings College Road has playing fields on both sides of the road, as well as various sports facilities. The southern section of Kings College Road consists of residential properties with off-street parking. A location plan is attached as Appendix A to this report.
3. In April 2008, the Council received a separate petition with 159 signatures from residents requesting traffic calming measures on Kings College Road between its junctions with Park Avenue and Evelyn Avenue and on Park Avenue between its junctions with Bury Street and Kings College Road. In response to this petition the Cabinet Member asked officers to investigate the feasibility of adding both Kings College Road and Park Avenue to the Council's Vehicle Activated Signs (VAS) programme as well as undertaking traffic surveys in these roads.
4. Subsequently, the Council agreed to include Kings College Road in Phases 10 and 11 of the Council's VAS programme and these signs were installed during 2009. Kings College Road has been kept on the VAS programme.
5. In March 2011, following detailed investigations and consultation, the Council installed traffic calming measures on sections of Kings College Road and Park Avenue. The measures installed on Kings College Road include two raised tables and a traffic island north of its junction with Evelyn Avenue as well as 'slow' markings with new red surfacing on both approaches to its junction with Evelyn Avenue, as shown in Appendix B to this report.
6. The Cabinet Member will also be aware of a Transport for London funded Accident Remedial Scheme recently installed at the roundabout junction of Eastcote Road, Kings College Road and Windmill Hill. The design of this scheme was required to take into account the turning manoeuvres of buses and the new measures include wider approach islands, improved street lighting, additional signage, enhanced anti-skid surfacing and improved pedestrian facilities.
7. It is recommended that the Cabinet Member discusses with petitioners and local Ward Councillors their concerns with vehicle speeds which may help determine options that officers could investigate further as part of the Road Safety Programme.

Financial Implications

There are none associated with the recommendations in this report. Any measures that are subsequently approved by the Council would require funding from a suitable funding source.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

It will allow further consideration of the petitioners' concerns.

Consultation Carried Out or Required

None at this stage.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and confirms that there are no direct financial implications arising from recommendations set out above.

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 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.

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 include the petitioners' request in a subsequent review of possible options under the Council's Road Safety Programme and a consultation be carried out when resources permit, there will need to be consideration of 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 or construction implications at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

NIL

This page is intentionally left blank

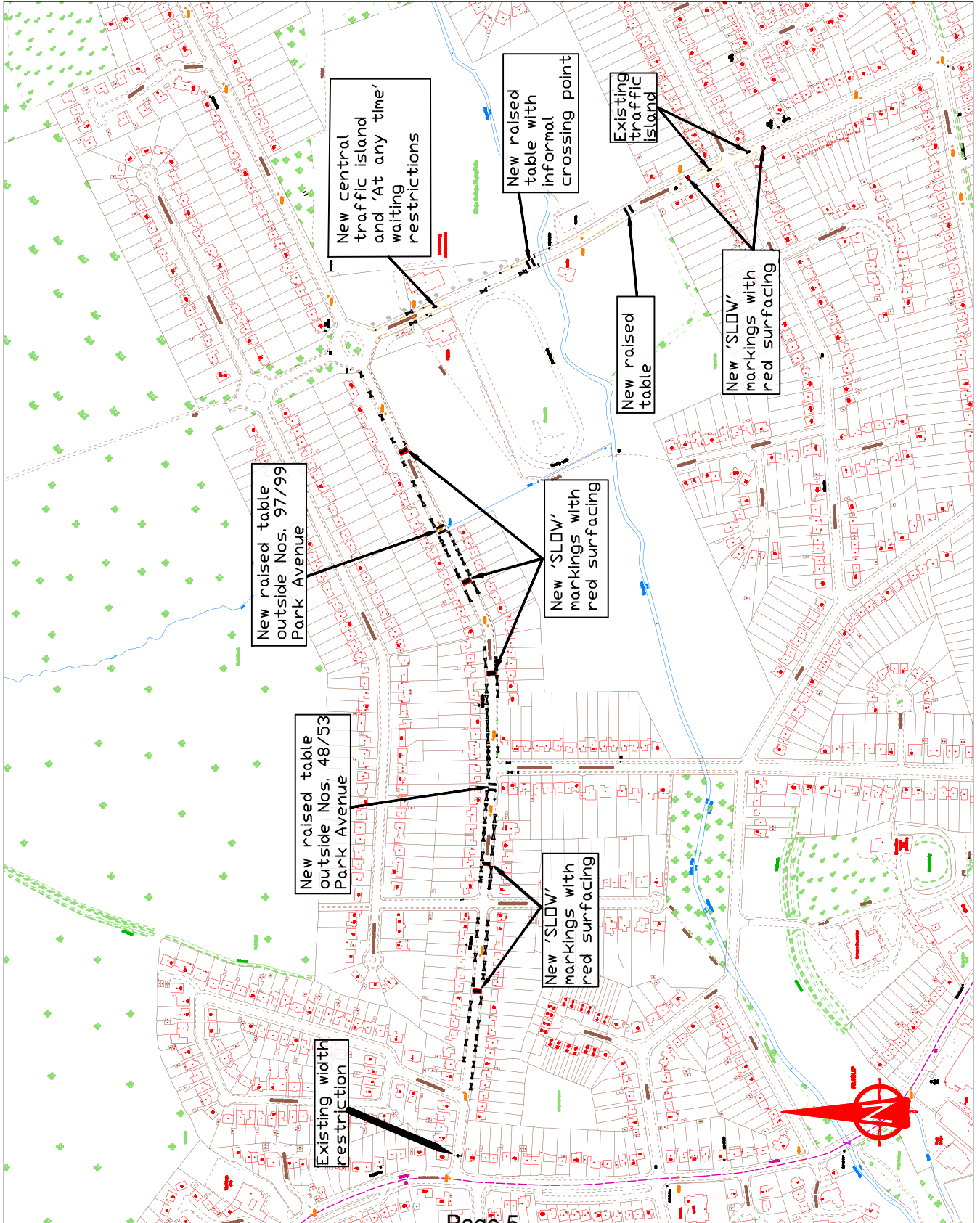
Notes:

This map is based upon Ordnance Survey data and is reproduced on behalf of the Controller of Her Majesty's Stationery Office. Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or other legal action. London Borough of Hillingdon 100019283 2012

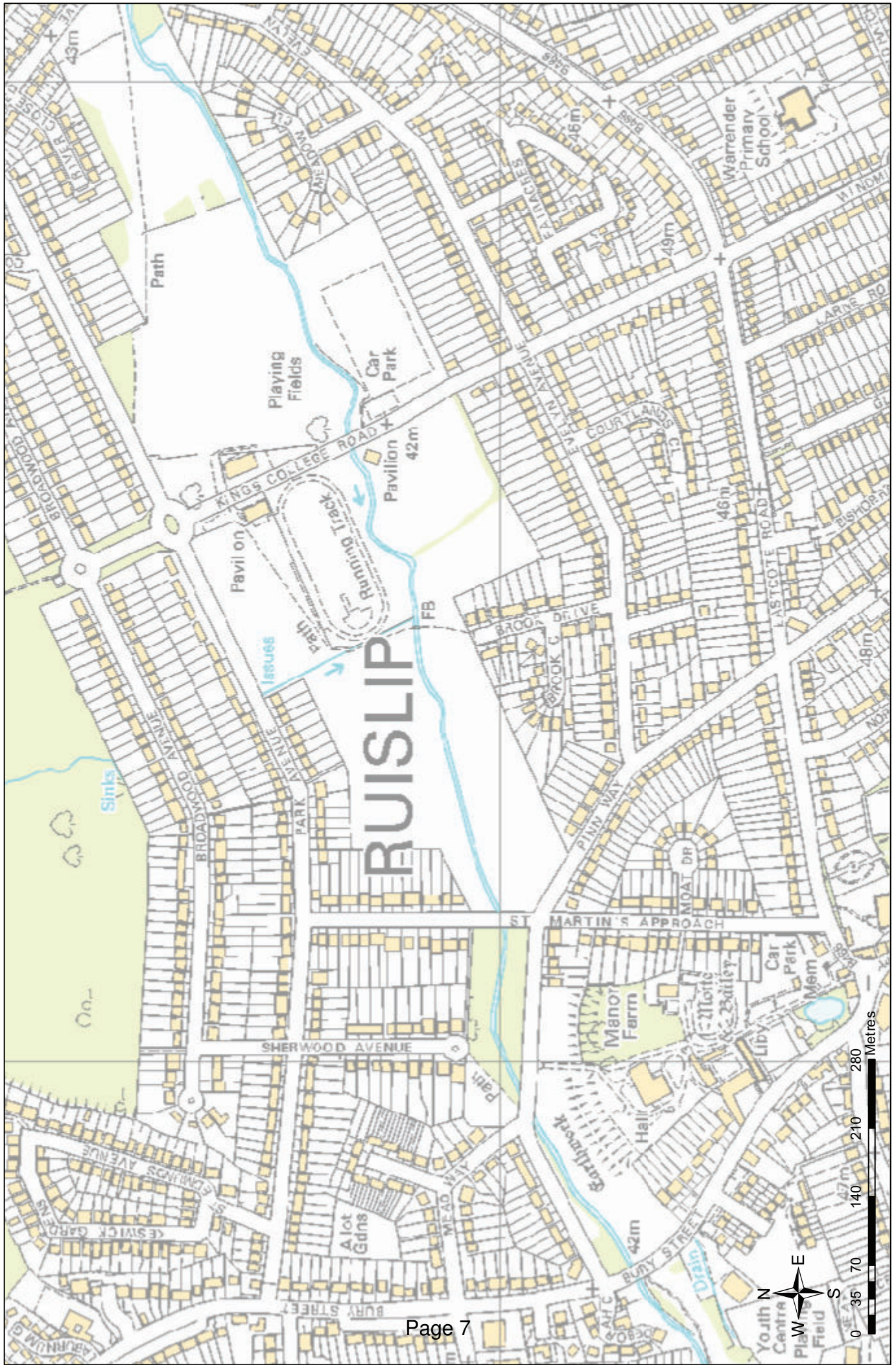


Project
Park Avenue & Kings College Road, Ruislip

Description Existing traffic calming scheme	
Scale NTS	Drawn CF
Checked (Initial/Date)	Checked (Initial/Date)
Project No.	Drawing No.
	Rev.



This page is intentionally left blank



This page is intentionally left blank

PETITION REQUESTING CHANGES TO THE PROPOSALS FOR AN EXTENSION OF THE ICKENHAM PARKING MANAGEMENT SCHEME IN A SECTION OF BONIFACE ROAD, ICKENHAM OUTSIDE THE BUNTINGS

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	Kevin Urquhart Residents Services
Papers with report	Appendices A and B

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition requesting changes to the proposals for parking restrictions in a section of Boniface Road, Ickenham.
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 no financial implications associated with the recommendations of this report.
Relevant Policy Overview Committee	Residents' and Environmental Services
Ward(s) affected	Ickenham

2. RECOMMENDATION

That the Cabinet Member:

- 1. Meets and discusses with petitioners their request for parking restrictions in the section of Boniface Road outside The Buntings.**
- 2. Subject to the outcome of the above, approves for residents of The Buntings to be informally consulted on proposals for limited time waiting restrictions.**

Reasons for recommendation

Residents have made a request for changes to be made to the current proposals for 'at any time' waiting restrictions in part of Boniface Road outside The Buntings.

Alternative options considered / risk management

The Council could decide to proceed with the double yellow lines proposed for this part of Boniface Road.

Policy Overview Committee comments

None at this stage

3. INFORMATION

Supporting Information

1. A petition with 32 signatures from residents of the Borough has been submitted to the Council under the following heading:

“We the tenants at The Buntings Sheltered Housing Scheme in Boniface Road, Ickenham would like a single yellow line with restricted parking for a few hours per day or permit parking to stop outsiders parking all day.

Having double yellow lines is not appropriate because there are carers in and out all day, plus some tenants have family who care for them.

The TeleCareLine Service is also located at The Buntings and double yellow lines would put covering emergency calls in jeopardy.”

2. The Buntings is located on the western arm of Boniface Road, Ickenham and is situated to the north of Swakeleys Road, close to Ickenham Village shopping parade. Attached as Appendix A is a location plan which also indicates the extent of the recently proposed extension to the Ickenham Parking Management Scheme and additional roads which the Cabinet Member has approved for formal consultation. As these roads and other roads in the vicinity have no parking restrictions they form an attractive parking area, especially for those working in the nearby shops. These roads are a short distance from Ickenham Underground Station so they may also suffer from commuter parking.
3. In August 2012 statutory consultation was carried out with the residents of The Buntings and other roads in the area for a possible extension to the Ickenham Parking Management Scheme. The extent of the proposals for the section of Boniface Road outside The Buntings is indicated on Appendix B. Due to the road layout outside The Buntings, the Council was unable to propose any permit holder parking bays within this part of Boniface Road. It was also noted that during a previous consultation some of the residents of The Buntings had raised concerns with vehicles obstructing their private off-street parking areas. Therefore ‘at any time’ waiting restrictions were proposed in this entire section of Boniface Road to ensure clear access remains at all times.
4. As residents do not appear to be in support of the current proposals it is possible to recommend that alternative restrictions be considered in this section of Boniface Road. As it is not possible to recommend any permit holder parking bays due to the road layout the only other practical alternative is a limited time waiting restriction.
5. Petitioners have identified waiting restrictions as a viable option but they have not indicated their preferred times they would like the restriction to operate. Therefore it is possible to

recommend, if the Cabinet Member feels it is appropriate that an informal consultation be carried out with residents of The Buntings to establish the overall level of support for limited time waiting restrictions and to identify the times that residents feel are most appropriate.

Financial Implications

There are no financial implication relating to the recommendations of this report, however, if a waiting restriction is subsequently implemented in the section of Boniface Road outside The Buntings, funding could be vired from an unspent allocation from the Parking Revenue Account surplus for the Ickenham Village Stop and Shop-Scheme.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

The recommendation will provide residents with the opportunity to consider the limited time waiting restrictions and determine the times that these should operate.

Consultation Carried Out or Required

Both informal and statutory consultations have been previously carried out with the residents of The Buntings. Subject to Cabinet Member approval, further informal consultation will need to be carried out to establish if alternative proposals for parking restrictions outside The Buntings should be developed.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and concurs with the financial implications included above. If approved, there is scope to fund measures set out in this report from existing Parking Revenue Account resources.

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 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.

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 include the petitioners' request in a subsequent review of possible options under the Council's Parking Management Scheme and a consultation be carried out when resources permit, there will need to be consideration of 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

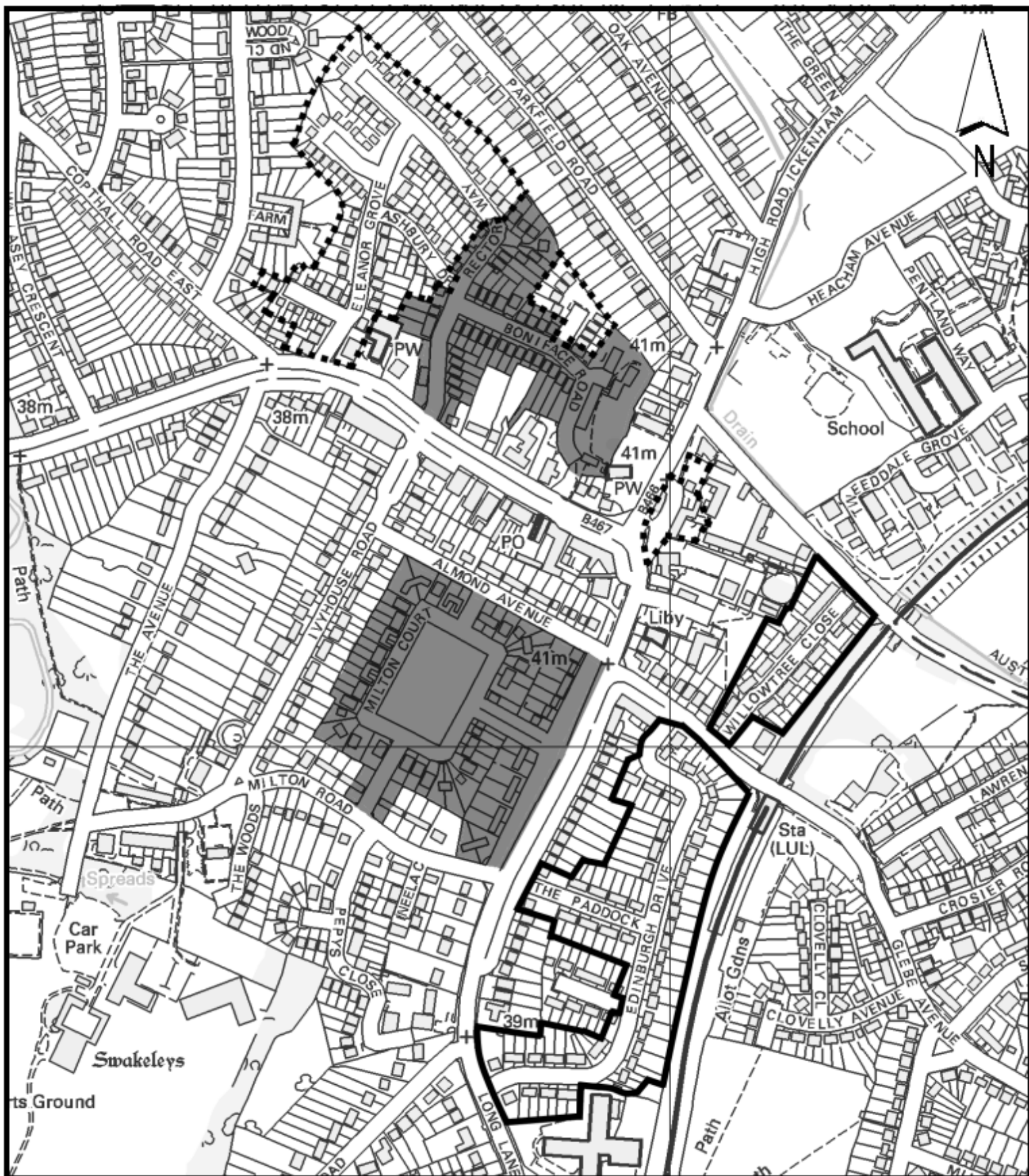
There are no property implications resulting from the recommendations set out in this report.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

NIL



Ickenham Parking Management Scheme - Proposed extension

Appendix A

Date November 2012

Scale 1:5,500



Extent of the Ickenham Parking Management Scheme



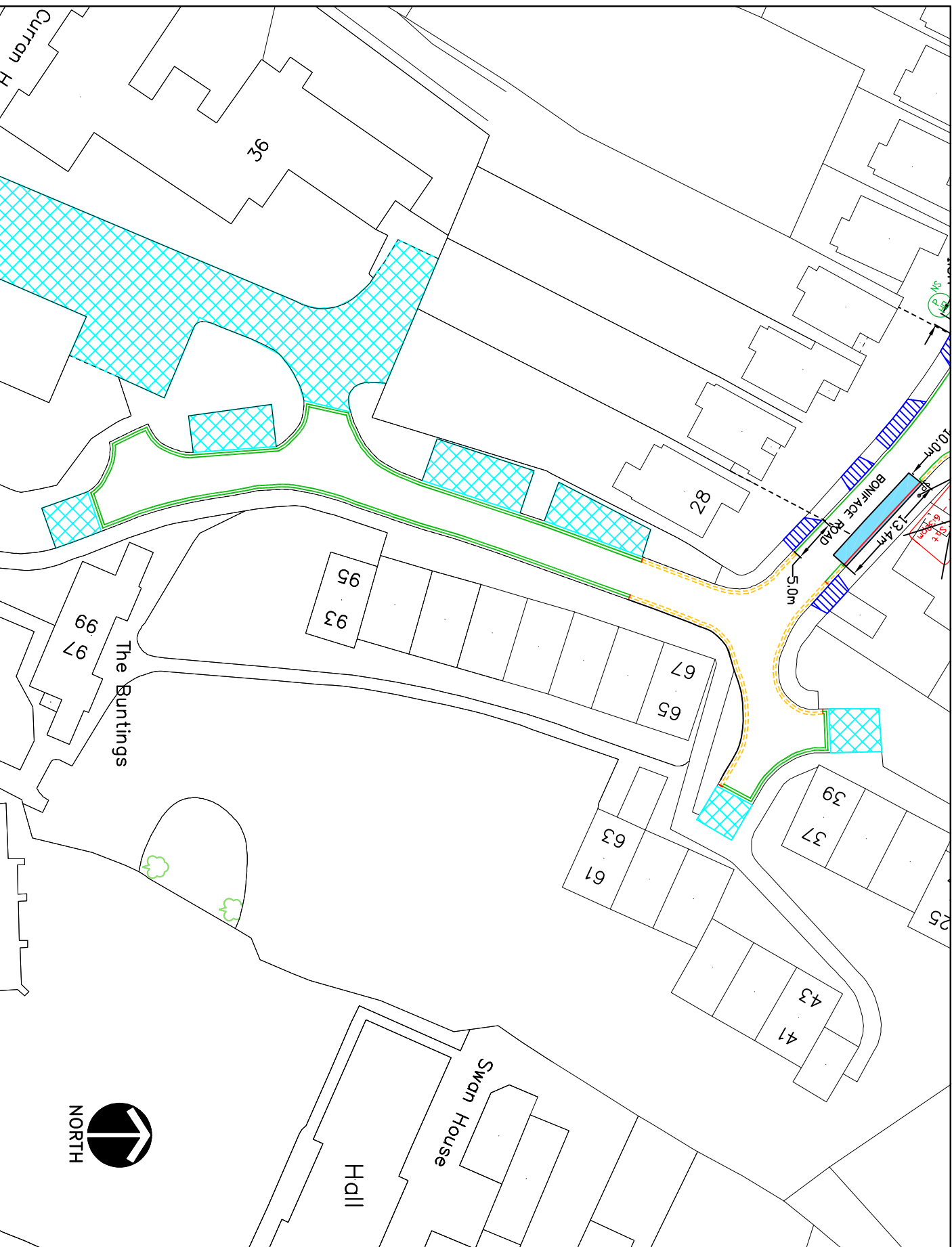
Extent of formal consultation area for an extension to the Ickenham Parking Management Scheme



Additional roads to be formally consulted on a possible extension to the Ickenham Parking Management Scheme

This page is intentionally left blank

Appendix B



<p>KEY</p> <ul style="list-style-type: none"> EXISTING YELLOW LINE NEW DOUBLE YELLOW LINE & TERMINAL NEW SINGLE YELLOW LINE & TERMINAL PERMIT HOLDER ONLY BAY/PLACE <p>PARKING BAYS ARE 2 METRES WIDE UNLESS NOTED</p> <ul style="list-style-type: none"> O.L.C. LAMP COLUMN • SP SIGNPOST NS NEW SIGN • NSP NEW SIGNPOST • RSP REMOVE SIGNPOST CROSSOVER PERMIT HOLDER ONLY SIGN ZONE ENTRY SIGN ZONE EXIT SIGN REMOVE SIGN EXTENT OF PRIVATE AREAS 	<p>This report is issued upon Ordnance Survey's agreement with the manufacturer of Ordnance Survey's Survey on behalf of the Controller of Her Majesty's Stationery Office. © Crown copyright. All rights reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage or retrieval system, without the prior written permission of the Controller of Her Majesty's Stationery Office.</p> <p>London Borough of Hillingdon 100019233 ©2012</p>

This page is intentionally left blank

PETITION REQUESTING RESTRICTED PARKING IN LODORE GREEN, ICKENHAM

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	Kevin Urquhart Residents Services
Papers with report	Appendix A

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition requesting parking restrictions to be introduced in Lodore Green, Ickenham.
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 no financial implications associated with the recommendation to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services
Ward(s) affected	Ickenham

2. RECOMMENDATIONS

That the Cabinet Member:

1. **Meets and discusses with petitioners their request for parking restrictions in Lodore Green, Ickenham and;**
2. **Subject to the outcome of the above, decides if a scheme for Lodore Green can be added to the Council's parking Programme for further investigation when resources permit.**

Reasons for recommendation

Although parking schemes are not generally considered for individual roads, due to the isolated location of Lodore Green, the Cabinet Member may decide that a scheme could be considered in advance of a scheme which took in a wider area.

Alternative options considered / risk management

These will be discussed with petitioners.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 22 signatures has been submitted to the Council with the following request:

“Further to our telephone conversation today, as discussed, I have spoken to all the residents of Lodore Green with the exception of the residents of No Nine Lodore Green whom are unavailable at present, although allegedly in agreement with this petition.

In accordance with the statutory requirement twenty-two residents have appended signatures to this petition, the majority decision appears in favour of a time slot.

ie. Twelve to Fourteen hundred hours

We are aware that until the parking scheme request has been assessed and, considered to be a viable proposals or otherwise, no decision on the Parking Restriction Options by Residents of Lodore Green is necessary.... ”

2. Lodore Green is a cul-de-sac just off the Swakeleys Road consisting of 12 residential properties. The location of Lodore Green is indicated on the plan attached as Appendix A to this report.
3. The Cabinet Member will be aware that the Council’s strategy for the introduction of parking restrictions for an entire street, is to address concerns with non-residential parking. The intention of such schemes is to prohibit all day parking not associated with those living in the road for the benefit of residents and their visitors. It is apparent from previous schemes in the Borough that not all households are in favour of parking restrictions unless they are confident these schemes accommodate residents’ parking needs.
4. In cases like this it is usually recommended that a parking stress survey be carried out in the road to establish parking trends and patterns. However, officers have already undertaken a series of visits at different times of day and week and on those visits very little parking was observed to take place even at the times of day that petitioners have suggested parking restrictions should operate.
5. It is therefore recommended that the Cabinet Member meets with petitioners to discuss their request in detail for a parking restrictions in Lodore Green and, subject to what residents tell him, considers the most appropriate further courses of action.

Financial Implications

There are none associated with the recommendations to this report, however, if the Council were to consider the introduction of parking restrictions in Lodore Green, funding would need to be identified from a suitable source.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member to decide if parking restrictions for Lodore Green can be considered in isolation from the surrounding area and added to the parking programme.

Consultation Carried Out or Required

If the Council subsequently investigate the feasibility to introduce parking restrictions in Lodore Green, consultation will be carried out with residents to establish if there is overall support.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and notes that there are no direct financial implications arising from the recommendations set out above.

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 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.

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 include the Petitioners request in a subsequent review of possible options under the Council's Parking Management Scheme and a consultation be carried out when resources permit there will need to be consideration of 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

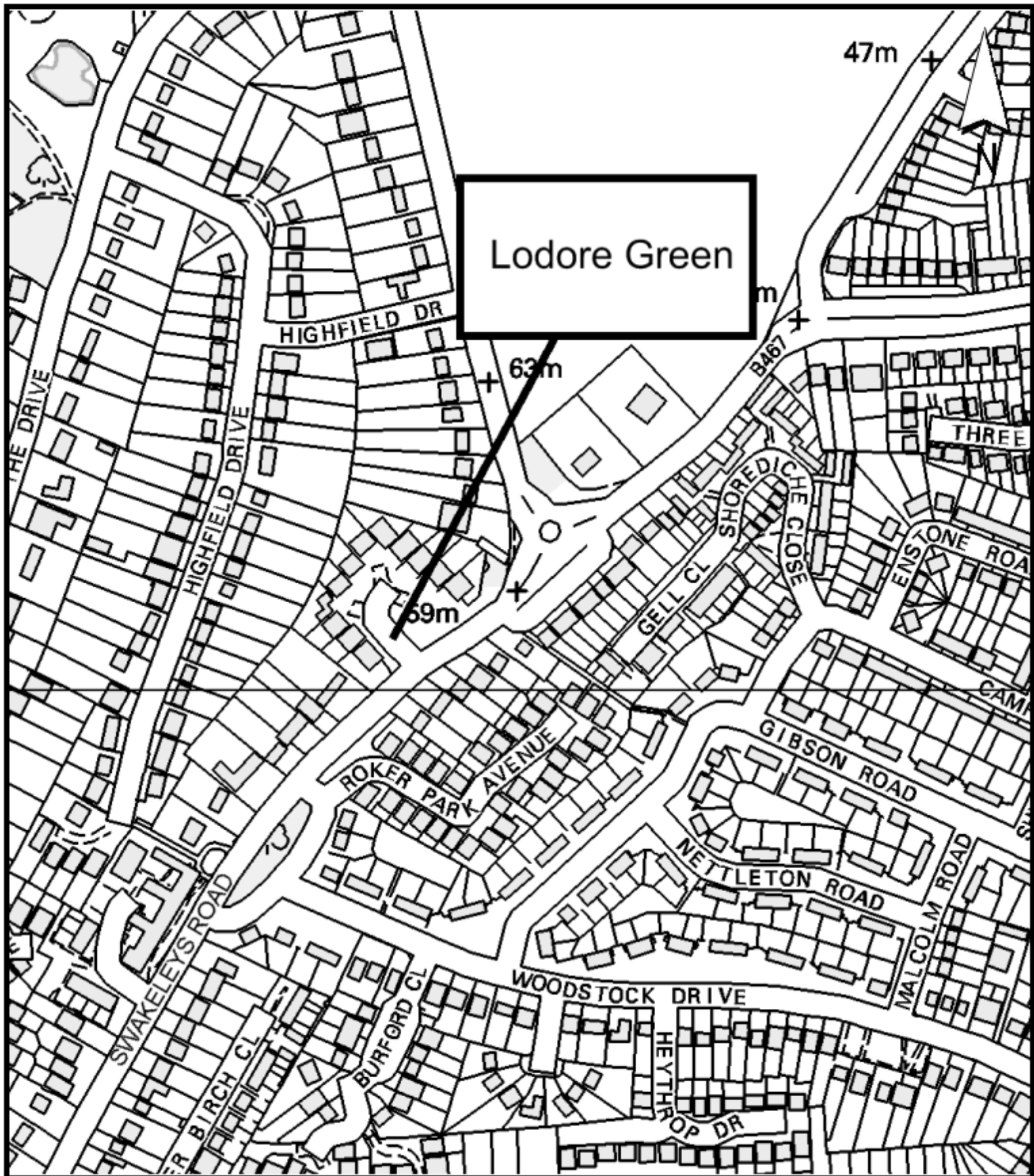
There are no property implications resulting from the recommendations set out in this report.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

NIL



Lodore Green, Ickenham

Appendix A

Date November 2012

Scale 1:3,500

This page is intentionally left blank

PETITION OBJECTING TO THE PROPOSED EXTENSION TO THE MAXIMUM TIME TO LOAD AND UNLOAD WITHIN THE LOADING BAYS IN HIGH STREET, RUISLIP

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	Kevin Urquhart Residents Services
Papers with report	Appendix A

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that a petition has been submitted from the Ruislip Residents' Association objecting to the proposed changes to the loading facilities in High Street, Ruislip.
Contribution to our plans and strategies	The request can be considered as part of the Council's strategy for the control of on-street parking.
Financial Cost	There are no financial implications associated with the recommendation to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services
Ward affected	West Ruislip

2. RECOMMENDATIONS

That the Cabinet Member:

1. Considers the petitioners' objection to the proposed extension to the times to load and unload within the loading bays that form part of the High Street, Ruislip Stop & Shop Parking Scheme and;
2. Asks officers to take the petition into account including relevant points raised by the petitioners at the petition hearing together with all other representations from the public in the forthcoming report on the consultation for changes to the High Street, Ruislip 'Stop & Shop' parking scheme.

Reasons for recommendation

To allow the Cabinet Member to consider the petition that objects to the changes proposed to the loading facilities close to High Street, Ruislip.

Alternative options considered / risk management

These will be discussed with petitioners.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 22 signatures has been received from the Ruislip Residents' Association under the following heading:

"Objection to extension of loading times in Ruislip High Street"
2. In 2011 a business situated in High Street, Ruislip requested that the maximum time permitted to load and unload within a loading bay close to their premises be extended. This business has been experiencing difficulties when particularly large deliveries are made as it often takes longer than the permitted 20 minutes for the delivery of goods to be completed.
3. Following investigation it was subsequently proposed that the maximum loading and unloading period for the loading bay is extended to 40 minutes. For clarity and to prevent confusion it was suggested that all the loading bays that form part of the Ruislip Stop & Shop Parking Scheme be converted so that they all have the same 40 minute period. Attached as Appendix A is a plan indicating the location of each of the loading bays that form part of this scheme.
4. Following the above, statutory consultation on the proposed extension to the maximum loading and unloading period for the loading bays was conducted over a three-week period from the 31st October to 21st November 2012. During this period street notices were also erected and public notices were placed in the London Gazette and a local newspaper.
5. These proposals were advertised at the same time as changes to the parking bays on Ickenham Road and disabled parking arrangements on King Edwards Road. However, as this petition is unrelated to these proposals and no other objections were received, they will be installed at the earliest opportunity.
6. It is apparent from the present petition that some local residents are against the proposals to extend the loading times in High Street, Ruislip. In a covering letter to the petition the Ruislip Residents' Association have raised concerns about the proposals as they feel that deliveries to businesses during the daytime will cause disruption to traffic flow and have suggested that deliveries should be made after 6pm when traffic flow has reduced. They also feel that by extending the permitted loading and unloading times, the bays could be abused by drivers of commercial vehicles who will use the bays to park without having to pay. In response this point, it should be noted that Civil Enforcement Officers can carry enforcement against vehicles parked in loading bays when there is no sign of any loading activity taking place.

7. Officers intend to submit a report to the Cabinet Member detailing all the representations received for this scheme and it is therefore recommended that the Cabinet Member listens to the petitioners concerns and asks officers to take these into account when completing the report.

Financial Implications

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

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member to consider the petitioners request.

Consultation Carried Out or Required

Statutory consultation for an extension to the maximum loading and unloading period for the loading bays was conducted over a three-week period from the 31st October to 21st November 2012.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and confirms there are no direct financial implications arising from the recommendations set out above.

Legal

There are no special legal implications for the proposal, which amounts to an informal consultation.

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

Corporate Property and Construction

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

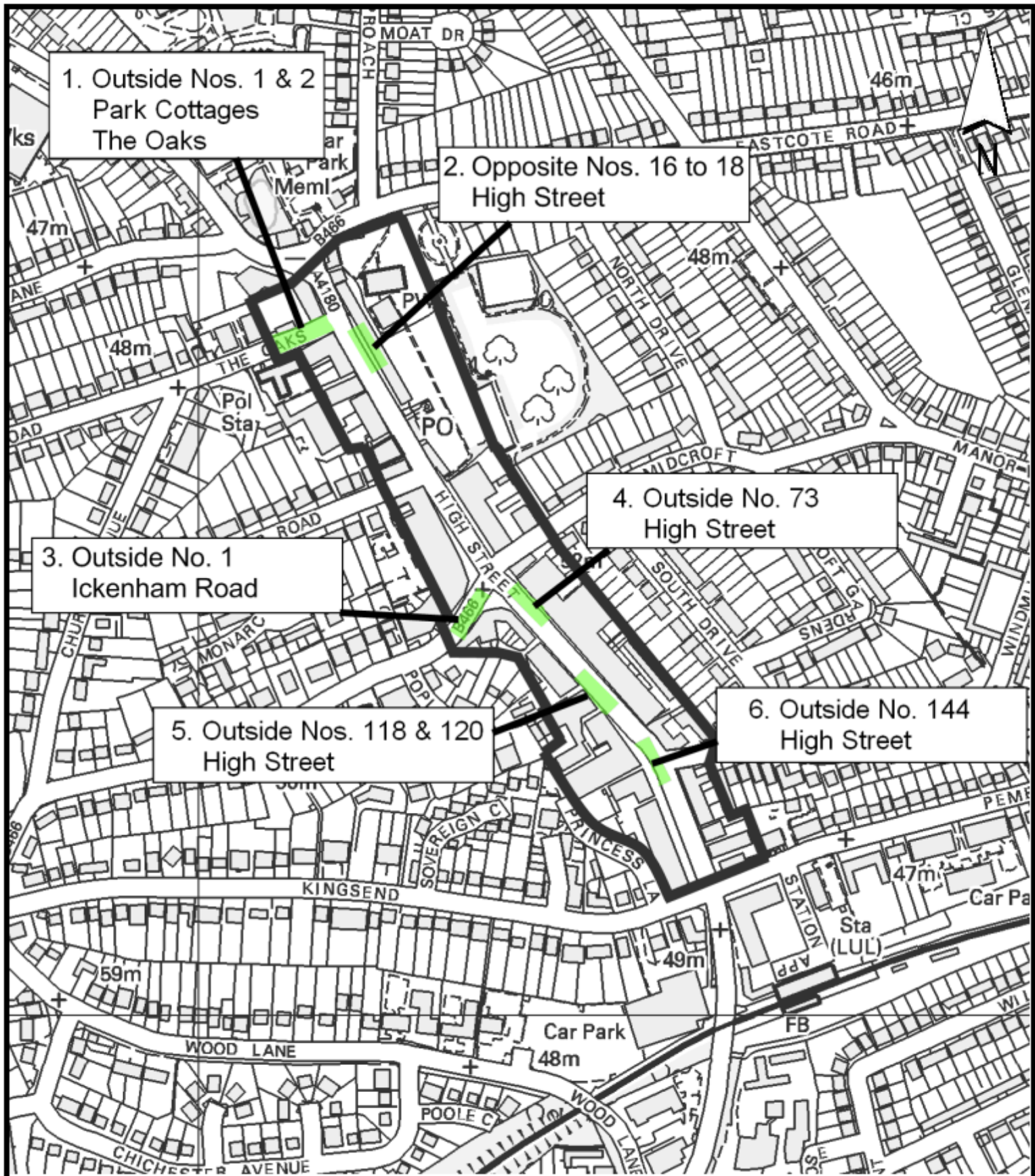
Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

NIL

This page is intentionally left blank



Ruislip 'Stop & Shop' Parking Scheme - Loading bays

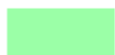
Appendix A

Date March 2012

Scale: 1:4500



Extent of Ruislip High Street 'Stop & Shop' Parking Scheme



Approximate location of loading bay



This page is intentionally left blank

TAVISTOCK ROAD, WEST DRAYTON - PETITION REQUESTING THE ABANDONMENT OF PARTS OF YIEWSLEY (Y1) PMS EXTENSION

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation and Recycling
Officer Contact(s)	Gordon Hill Residents Services
Papers with report	Appendix A - Plan

1. HEADLINE INFORMATION

Summary	To advise the Cabinet Member that a petition has been received requesting the abandonment of any plans to extend the Yiewsley Parking Management Scheme into Tavistock Road, Winnock Road, Wimpole Road and Padcroft Road.
Contribution to our plans and strategies	The Council's Overall Parking Programme.
Financial Cost	There are none associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward(s) affected	Yiewsley

2. RECOMMENDATION

That the Cabinet Member:

- 1. Meets and discusses with petitioners their request not to implement the proposed parking restrictions in Yiewsley and;**
- 2. Subject to the above, asks 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 extension to the Yiewsley (Y1) Parking Management Scheme.**

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

None at this stage.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 102 signatures has been received from COMAG, who are a marketing and distribution company based in Tavistock Road, submitted as follows:

“Petition Topic and Desired Outcomes

Topic – Parking Restrictions

Outcome – No parking restrictions to be introduced in any of the following roads in West Drayton Tavistock, Winnock, Wimpole, and Padcroft”

In an accompanying letter submitted with the petition it is stated that a minimum of 23 of the petitioners are local residents although none appear to be from the affected roads and the remainder appear to be employees of COMAG.

2. Tavistock Road, in which COMAG are based, is a mix of light industrial units at the eastern end and residential properties to the west. The other roads mentioned in the petition, Winnock Road, Wimpole Road and Padcroft Road are mostly residential roads.
3. The Cabinet Member will be aware that in September 2010 the Yiewsley Parking Management Scheme came into operation. It is the Council's usual practice to review schemes 6-12 months after starting.
4. This review took place in September 2011 when residents within the scheme were asked if they had any views in light of operational experience. Roads on the periphery of the scheme were delivered an information leaflet and questionnaire to ask if residents living there would like their road included in the scheme.
5. From the review, six roads indicated they would like to consider measures to prevent all-day non-residential parking. These were Albert Road, Horton Road, Padcroft Road, Tavistock Road, Trout Road and Wimpole Road. The results were reported to the Cabinet Member who subsequently approved detailed design and formal consultation for the area indicated on the plan attached as Appendix A to this report.
6. Statutory consultation was conducted over a three week period from 22 August to 12 September 2012. An information letter was delivered to all properties in the area and during this time plans were available for inspection in Yiewsley Library.

7. The petition is clearly asking that no parking restrictions are introduced in Tavistock Road, Winnock Road, Wimpole Road and Padcroft Road. However, what is not clear is the reason why the petitioners are objecting to the proposals.
8. As it is intended to submit a report to the Cabinet Member detailing all the representations received to the formal consultation, it is recommended that the Cabinet Member listens to the petitioners' concerns and asks officers to take them into account when completing the report.

Financial Implications

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

4. 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.

To allow the petitioners' concerns to be included in the statutory consultation report.

Consultation Carried Out or Required

Statutory consultation carried out on a detailed design.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and confirms that there are no direct financial implications.

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 non-statutory consultation.

Officers must ensure there is a full note of the main points discussed at the meeting with the petitioners. If there are new points raised in the period after the statutory consultation period which are likely to make a material difference to the competing considerations then officers ought to consider the need for further statutory consultation to ensure fairness between the statutory consultees and the petitioners.

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

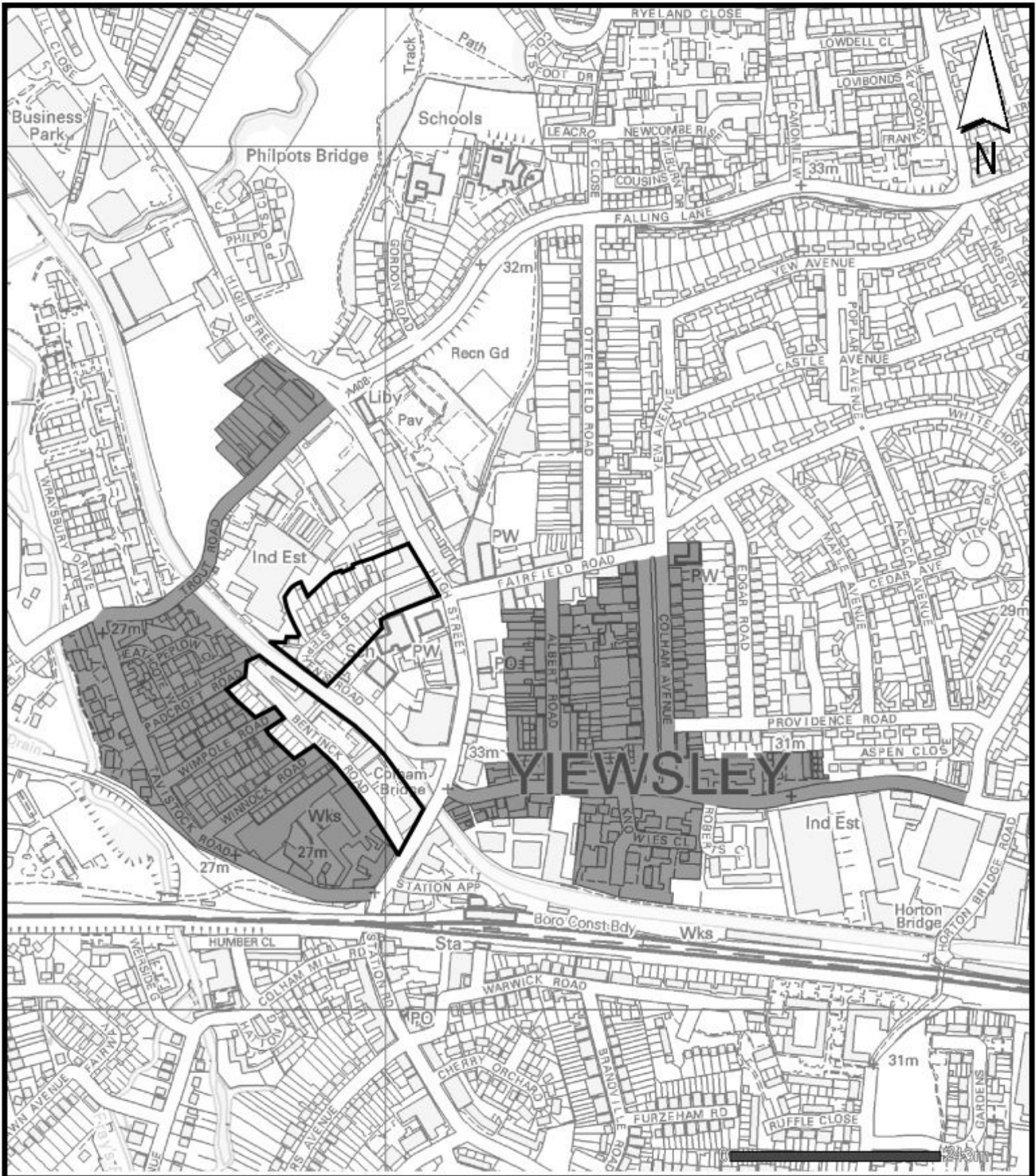
There are no property implications resulting from the recommendations set out in this report.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

NIL



Yiewsley Parking Management Scheme Zone Y1 - Possible extension

Date August 2012

Scale 1:6,000



Extent of the existing Yiewsley Parking Management Scheme Zone Y1



Page 38
Consultation area of the possible extension to the Yiewsley Parking Management Scheme Zone Y1

This page is intentionally left blank