



HILLINGDON  
LONDON



# Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

**Date:** WEDNESDAY, 24 APRIL  
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

**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:** Tuesday, 16 April 2013

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INVESTOR IN PEOPLE

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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.

	<b>Start Time</b>	<b>Title of Report</b>	<b>Ward</b>	<b>Page</b>
<b>3</b>	7pm	Glebe Avenue, Ickenham - Petition requesting a review of pedestrian safety and parking.	<b>ICKENHAM</b>	1 - 6
<b>4</b>	7pm	West End Road, South Ruislip - Petition requesting a residents parking scheme.	<b>SOUTH RUISLIP</b>	7 - 12
<b>5</b>	7.30pm	Windmill Way and Green Walk, Ruislip - Petition requesting a residents parking scheme.	<b>MANOR</b>	13 - 18
<b>6</b>	7.30pm	Kingshill Avenue, Hayes - Petition requesting a 'Stop and Shop' parking scheme.	<b>CHARVILLE</b>	19 - 26
<b>7</b>	7.45pm	Hayes End, Hayes - Petition requesting a 'Stop and Shop' parking scheme.	<b>CHARVILLE</b>	27 - 32
<b>8</b>	8pm	Residents' concerns regarding the impact of lorries in Cowley Mill Road and the surrounding streets in the Uxbridge South Ward.	<b>UXBRIDGE SOUTH</b>	33 - 40

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# Agenda Item 3

## GLEBE AVENUE, ICKENHAM - PETITION REQUESTING A REVIEW OF PEDESTRIAN SAFETY AND PARKING

<b>Cabinet Member(s)</b>	Councillor Keith Burrows
<b>Cabinet Portfolio(s)</b>	Planning, Transportation and Recycling
<b>Officer Contact(s)</b>	Catherine Freeman Residents Services
<b>Papers with report</b>	Appendix A

### **1. HEADLINE INFORMATION**

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition with 22 signatures requesting a review of pedestrian safety and parking in Glebe Avenue, Ickenham.
<b>Contribution to our plans and strategies</b>	The request can be considered as part of the Council's Road Safety Programme.
<b>Financial Cost</b>	There are no financial implications to this report.
<b>Relevant Policy Overview Committee</b>	Residents' & Environmental Services.
<b>Ward(s) affected</b>	Ickenham

### **2. RECOMMENDATION**

**That the Cabinet Member:**

- 1. Meets with the petitioners and considers their request for a review of pedestrian safety and parking in Glebe Avenue.**
- 2. Subject to (1) asks officers to include this request on the Council's Road Safety Programme for further investigation and the development of possible options.**
- 3. Subject to (1) instructs officers to add Glebe Avenue to the Council's Vehicle Activated Signs Programme.**

#### **Reasons for recommendation**

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

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PART 1 – MEMBERS, PUBLIC AND PRESS

## **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. A petition with 22 signatures requesting a review of pedestrian safety and parking in Glebe Avenue has been submitted to the Council. The petitioners have suggested measures to protect motorists and pedestrians including restricted parking, road markings and signage.
2. Glebe Avenue is predominantly a residential road linking Long Lane at its northern end and Austins Lane at its southern end. There are two shopping parades located on Glebe Avenue in addition to the Ickenham Underground Station and Compass Theatre. A section of Glebe Avenue forms a bridge over the railway which has an advisory 20mph speed limit. This road also forms part of the U10 Bus Route and there are existing waiting restrictions on its northern section. In addition, Glebe Primary School is located on Sussex Road which adjoins Glebe Avenue at its northern end. A location plan is attached as Appendix A to this report.
3. The Cabinet Member will be aware that officers have previously investigated options for traffic calming measures and footway widening along Glebe Avenue. The section of Glebe Avenue which runs past the Ickenham rail station is especially narrow, a consequence of the width of the London Underground bridge over the railway and clearly this does limit the scope for significant alterations, on what is also a critical traffic route in and out of the network of adjacent roads. However, it is suggested that the Cabinet Member meets with the petitioners to discuss in greater detail their concerns with road safety and endeavour to determine viable options that officers could include in their current investigations as part of the Council's Road Safety Programme.
4. The Council has also invested in a number of Vehicle Activated Signs (VAS), which flash a warning sign to motorists exceeding the speed limit. These signs have been found to be effective if they are installed at key sites, left in place for three months and then moved to another site. It is suggested that officers investigate the feasibility of adding Glebe Avenue to future phases of the VAS 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 the recommendations set out above.

### **Legal**

In deciding what action (if any) to take, the decision maker must be mindful of Section 122 of the Road Traffic Regulation Act 1984 which imposes a statutory duty to on the Council to secure the expeditious, convenient and safe movement of vehicular and other traffic.

A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage. Fairness and natural justice requires that there must be no predetermination of a decision in advance of any wider consultation.

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

## **6. BACKGROUND PAPERS**

Nil

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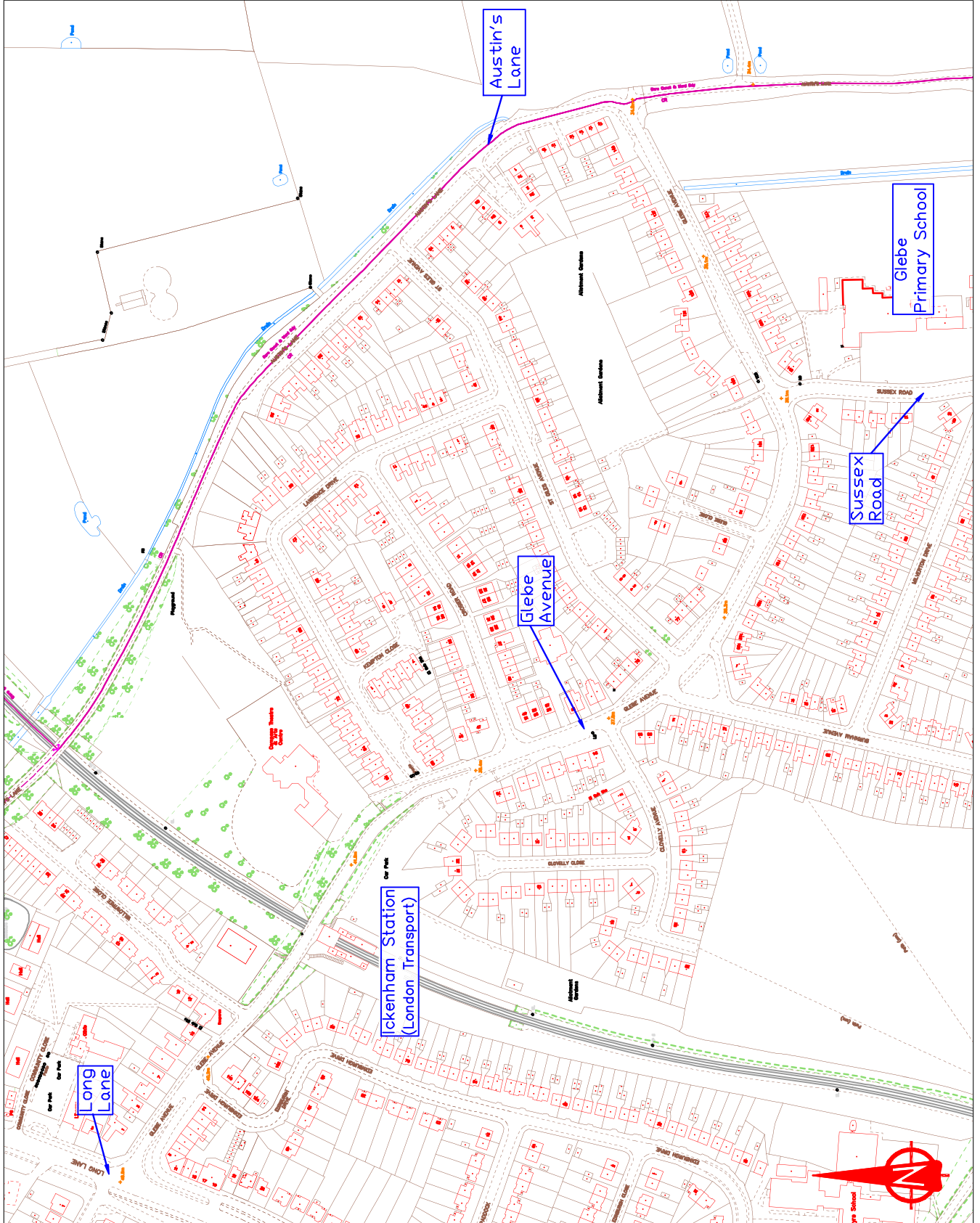
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**Project**  
 Glebe Avenue  
 Ickenham

**Description**  
 LOCATION PLAN

<b>Scale</b> NTS	<b>Drawn</b> CF	<b>(Initials/Date)</b> 03/13	<b>Checked</b> (Initials/Date)
<b>Project No.</b>	<b>Drawing No.</b>		<b>Rev.</b>



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## PETITION REQUESTING WEST END ROAD, RUISLIP TO BE INCLUDED IN THE SOUTH RUISLIP PARKING MANAGEMENT SCHEME

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

### **1. HEADLINE INFORMATION**

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition requesting part of West End Road, Ruislip to be included in the South Ruislip Parking Management Scheme.
<b>Contribution to our plans and strategies</b>	The request can be considered in relation to the Council's strategy for on-street parking controls.
<b>Financial Cost</b>	The estimated cost to carry out detailed design and statutory consultation on a proposed extension to the South Ruislip Parking Scheme is £1,000.
<b>Relevant Policy Overview Committee</b>	Residents' & Environmental Services.
<b>Ward(s) affected</b>	South Ruislip

### **2. RECOMMENDATION**

**That the Cabinet Member:**

- 1. Meets and discusses with petitioners their concerns with parking in West End Road, Ruislip.**
- 2. Subject to the outcome of the discussions with petitioners, asks officers to formally consult the residents of West End Road, Ruislip on a detailed design for an extension to the South Ruislip Parking Management Scheme.**

## **Reasons for recommendation**

To allow the Cabinet Member to discuss with petitioners their concerns and if appropriate to add their request to the parking scheme programme.

## **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 20 signatures has been submitted to the Council with the following request:

*“We the residents of West End Road strongly request to be included into the South Ruislip Parking Management Scheme and to be issued with parking permits so that we can park within the controlled zones.”*

2. The section of West End Road petitioners are referring to is between the A40 and Station Approach, South Ruislip. The location of West End Road and the extent of the South Ruislip Parking Management Scheme is indicated on the plan attached as Appendix A. Also indicated on Appendix A is the area recently approved by the Cabinet Member for statutory consultation on a proposed extension to the scheme.

3. This petition has been signed by 13 households of West End Road which represents approximately 13% of the total number of households in the road between Masson Avenue and Station Approach junctions. The petition has also been signed by an individual resident of nearby Wingfield Way. Petitioners have indicated they would like to be included in the parking scheme so they can park within the nearby controlled parking zone in Mahlon Avenue and Edwards Avenue.

4. The Cabinet Member will be aware that a review of the South Ruislip Parking Management Scheme was carried out in August 2012. As part of this review the Council informally consulted the residents of West End Road between the A40 and Station Approach. As only a quarter of the residents of the road responded to this consultation, it was not possible to recommend that the road be included in the next stage of statutory consultation on a detailed design for a scheme.

5. West End Road is categorised as a main distributor road linking Ruislip to the south of the Borough. Due to the amount of traffic using the road on street parking is not desirable and may potentially cause an obstruction to traffic flow. Along this section of the road there are two service roads that allow some on street parking to take place. However, many properties have little off-street parking facilities and consist of maisonettes and converted flats meaning parking is at a premium in these areas.

6. It is therefore recommended that the Cabinet Member discusses with petitioners their concerns and, if considered appropriate because of the exceptional circumstances, asks officers to develop a possible detailed design for a scheme along West End Road. It is hoped that if a scheme is progressed to this next stage of consultation, more residents would take the opportunity to comment on the Council's proposals. The outcome of this consultation can then be reported back to Ward Councillors and the Cabinet Member for further consideration.

### **Financial Implications**

The estimated cost to carry out detailed design and statutory consultation on a proposed extension to the South Ruislip Parking Scheme is £1,000. Subject to Cabinet Member approval a detailed design for West End Road could be developed at the same time as other roads that the Cabinet Member has already agreed to be progressed for detailed design and statutory consultation at no extra cost.

## **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 and available options the Council have to address these concerns.

### **Consultation Carried Out or Required**

Informal consultation was carried out with the residents of West End Road in August 2012, subject to Cabinet Member approval statutory consultation will be carried out with residents on a detailed design for a Parking Management Scheme.

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

Corporate Finance has reviewed this report and concurs with the financial implications set out above, noting that the full cost of this scheme will be met from Transport for London grant funding.

### **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 statutory consultation.

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.

### **Corporate Property and Construction**

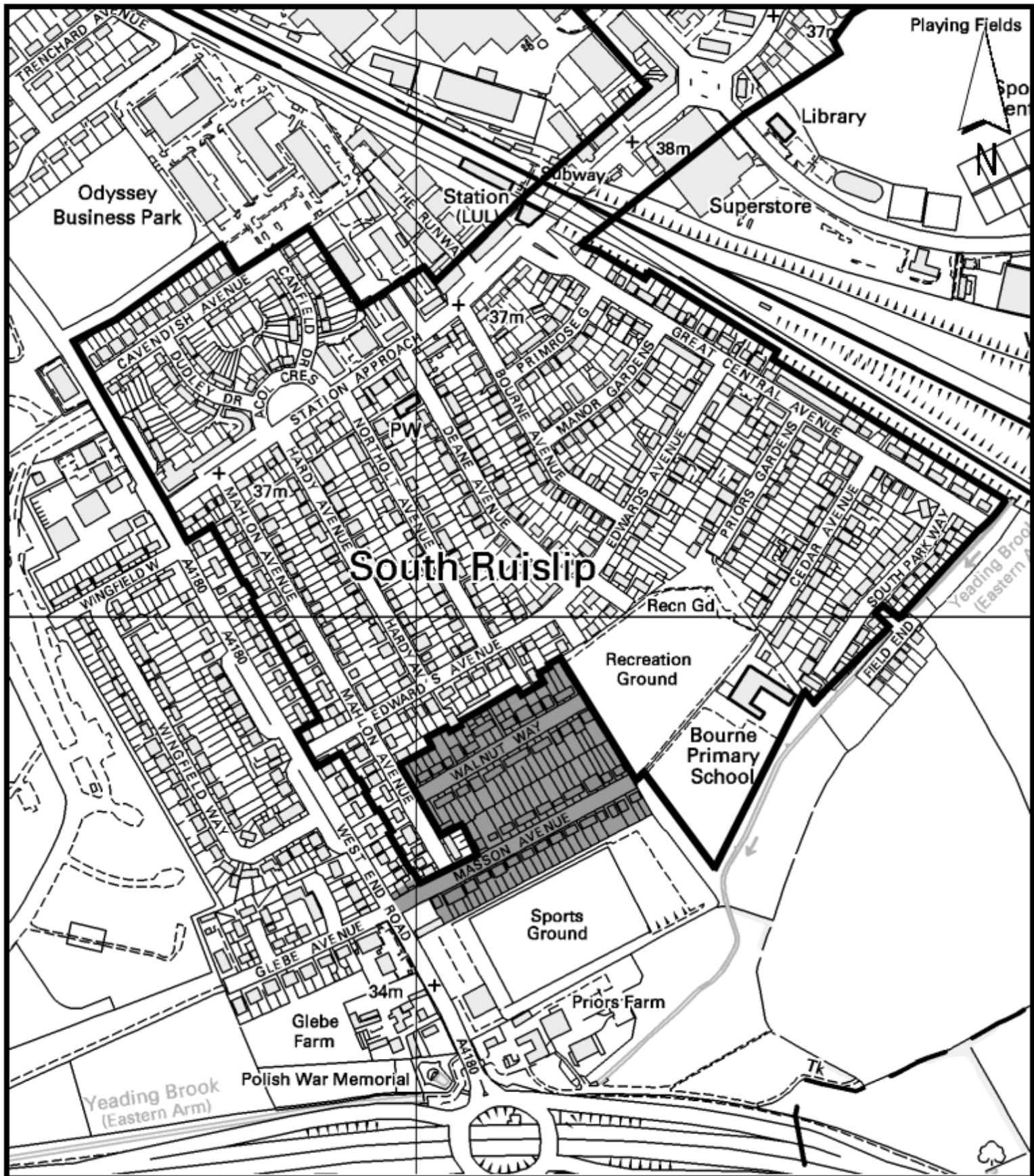
There are no property implications resulting from the recommendations set out in this report.

### **Relevant Service Groups**

None at this stage.

## **6. BACKGROUND PAPERS**

Nil



# West End Road, South Ruislip

# Appendix A

Date March 2013

Scale 1:5,500



Extent of the South Ruislip Parking Management Scheme Zone SR



Roads included in a scheme extension to the

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## PETITION REQUESTING RESIDENTS ONLY PARKING IN WINDMILL WAY AND GREEN WALK, RUISLIP

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

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition requesting residents' parking to be introduced in Windmill Way and Green Walk, Ruislip.
<b>Contribution to our plans and strategies</b>	The request can be considered in relation to the Council's strategy for on-street parking controls.
<b>Financial Cost</b>	There are none associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents' & Environmental Services.
<b>Ward(s) affected</b>	Manor

### 2. RECOMMENDATION

That the Cabinet Member:

1. Discusses with petitioners and listens to their request for residents' only parking in Windmill Way and Green Walk, Ruislip.
2. Decides if a scheme for Windmill Way and Green Walk, Ruislip can be added to the Council's Parking Programme for further investigation when resources permit.

#### Reasons for recommendation

To allow the Cabinet Member to discuss with petitioners their concerns and if appropriate to add their request to the parking schemes programme.

## **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 42 signatures has been submitted to the Council under the following heading:

*“We the undersigned support measures to restrict commuter parking. We proposed a Residents Parking Scheme whereby between the hours of 11am-12pm and 2pm-3pm only residents and their visitors may park in Windmill Way and Green Walk, Ruislip. We do not support all day resident parking, however, we feel this measure would be a fair compromise.”*

2. Windmill Way and Green Walk are residential roads situated between Ruislip and Ruislip Manor town centres. Due to the close proximity to Ruislip and Ruislip Manor Underground Stations and local amenities these roads form an attractive area for non-residents to park. The location of Windmill Way and Green Walk is indicated on the plan attached as Appendix A.

3. This petition has been signed by 18 households of Windmill Way and 16 households of Green Walk which represents 55% and 40% of the total number of households in each road respectively. The petition has also been signed by a resident who lives nearby in Manor Way. Petitioners have indicated they would like to see a residents' parking scheme implemented in Windmill Way and Green Walk operational 11am to 12pm and 2pm-3pm. Petitioners have suggested these times of operation instead of an all day parking scheme.

4. The Cabinet Member will be aware that the Council has previously considered parking restrictions in Green Walk following a petition from residents in November 2008. On this occasion several parking stress surveys were carried out which revealed that the majority of parking in taking place appeared to be residents. Following consideration of the results of the parking stress survey the Cabinet Member subsequently decided not to progress a scheme in the road at the time but instead to keep the area under review.

5. This petition from residents is an indication that the parking situation may have worsened since the last parking survey was carried out in 2010. Due to the resources required for a parking stress survey to be carried out it is recommended that the Cabinet Member discusses with petitioners their concerns and, if considered appropriate, asks officers to add this request to the future parking scheme programme and carry out an informal consultation with the residents of Windmill Way and Green Walk to establish the overall level of support for parking restrictions and the possible layout of the scheme. The outcome of this consultation will be reported back to Ward Councillors and the Cabinet Member to assist the Council in making a decision on how best to proceed.

## **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 Windmill Way and Green Walk, 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 consider the petitioners request and available options the Council have to address these concerns.

### **Consultation Carried Out or Required**

If the Council subsequently investigate the feasibility to introduce parking restrictions in Windmill Way and Green Walk, 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 concurs with the financial implications set out above, noting that there are no direct financial implications arising from the recommendations in this report.

### **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 statutory consultation.

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.

### **Corporate Property and Construction**

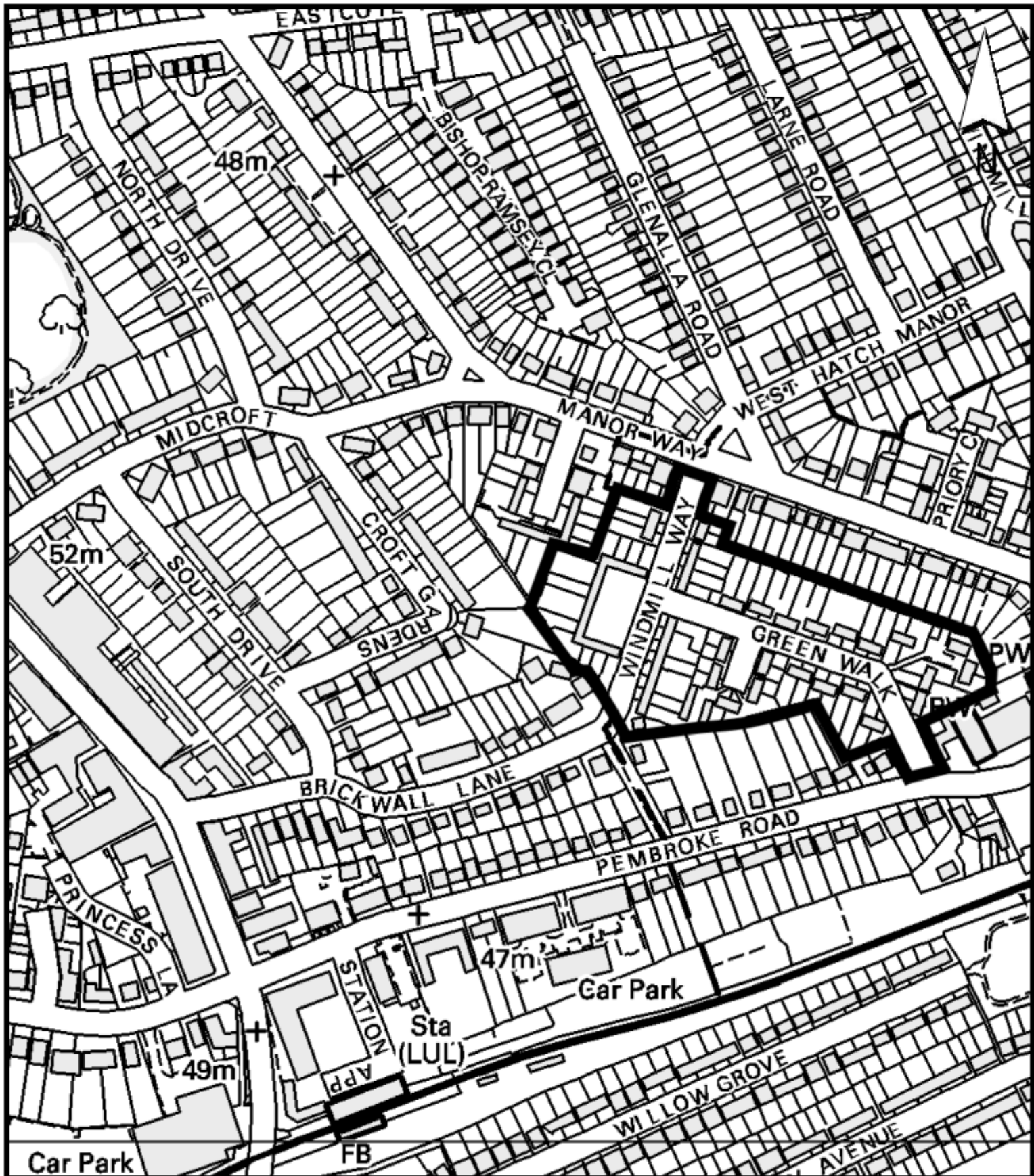
None at this stage.

### **Relevant Service Groups**

None at this stage.

## **6. BACKGROUND PAPERS**

Nil



## Green Walk and Windmill Way, Ruislip

## Appendix A

Date March 2013

Scale 1:3,500



Extent of Green Walk and Windmill Way, Ruislip

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## KINGSHILL AVENUE, HAYES - PETITION REQUESTING A “STOP AND SHOP” PARKING SCHEME

<b>Cabinet Member(s)</b>	Councillor Keith Burrows
<b>Cabinet Portfolio(s)</b>	Planning, Transportation and Recycling
<b>Officer Contact(s)</b>	Steven Austin Residents Services Directorate
<b>Papers with report</b>	Appendices A & B

### **1. HEADLINE INFORMATION**

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition requesting a “Stop and Shop” parking scheme in front of the shops on Kingshill Avenue, Hayes. A plan of the area is attached as Appendix A.
<b>Contribution to our plans and strategies</b>	The request can be considered in relation to the Council’s strategy for on-street parking controls.
<b>Financial Cost</b>	There are no financial implications associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents’ and Environmental Services.
<b>Ward(s) affected</b>	Charville

### **2. RECOMMENDATION**

**That the Cabinet Member:**

- 1. Meets and discusses with petitioners their request for a “Stop and Shop” parking scheme in Kingshill Avenue.**
- 2. Subject to the outcome of the above, asks officers to add the request to the Council’s parking programme for possible consultation on an existing detailed design.**

#### **Reasons for recommendation**

To allow the Cabinet Member to discuss with petitioners their concerns and if appropriate to add their request to the parking programme.

## **Alternative options considered / risk management**

None as the petitioners are requesting a controlled parking scheme.

## **Policy Overview Committee comments**

None at this stage

## **3. INFORMATION**

### **Supporting Information**

1. A petition with 71 signatures has been submitted to the Council which has been organised by two local ward councillors under the heading "*SAVE OUR SHOPS (SOS)*". In an accompanying letter prepared by the two councillors, they ask for residents to support the local shop keepers by signing the petition for a "Stop and Shop" scheme with the usual first 30 minutes free parking and the beneficial parking charges for longer periods of stay for Hillingdon First Card holders.
2. The petition is assumed to have been signed by customers to the shops and the request refers to the Hillingdon's "Stop & Shop" parking schemes. This type of parking scheme has been introduced in many town centres and some shopping parades within the Borough. Numerous requests continue to be received for these schemes, which reflect the benefits that some shopkeepers and customers derive from this type of controlled parking.
3. The location of the shopping parade in Kingshill Avenue is indicated on Appendix A. It is west of the junction with Lansbury Drive and straddles the junction with Adelphi Way. There are in excess of 35 shops in this section which appear to be supported and used mainly by local residents. Along the frontage, the Council many years ago constructed a parking bay, which allows vehicles to park "end on" which has been the long-term custom in this area. There is space for approximately 50 cars and from on-site observation there were few spaces available at any one time. It would appear therefore, long term parking probably takes place and is one of the reasons for the request for controlled parking to maximise the available spaces with a frequent turnover of visitors.
4. However, the Cabinet Member will recall hearing a similar petition for a "Stop and Shop" parking scheme in September 2008. Following the meeting with petitioners at that time, an informal consultation was undertaken on a detailed design (Appendix B). An information letter, plan, questionnaire and pre paid return envelope were delivered to all 80 premises along the parade, 37 of which are business occupiers and 43 are residents. A total of 28 responses were received to the consultation representing a 35% response rate. From these responses, 21 indicated they were satisfied with the current unrestricted parking arrangements and of these 7 were residents and 14 were business occupiers. Five responses indicated support for a "Stop and Shop" parking scheme all of which were business occupiers and two responses received were void. As it is the Council's usual practice not to introduce parking schemes unless they received the support from the majority who respond to these consultations, it was recommended at that time that no further action to install a scheme was taken.



5. However, it would appear from the latest petition that since the previous consultation the parking situation remains a matter of local concern. It is therefore recommended that Cabinet Member meets with petitioners to discuss their concerns in greater detail and subject to the outcome decides if officers should add this request to the parking programme so subsequent consultation on the existing design is undertaken.

### **Financial Implications**

There are none associated with the recommendations to this report however, if the Council were to consider the introduction of a “Stop and Shop” parking scheme for Kingshill Avenue, 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 an opportunity to discuss in detail with petitioners their concerns.

### **Consultation Carried Out or Required**

Informal consultation undertaken in June 2009.

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

Corporate Finance has reviewed this report and concurs with the financial implications set out above, noting that there are no direct financial implications arising from the recommendations in 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 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**

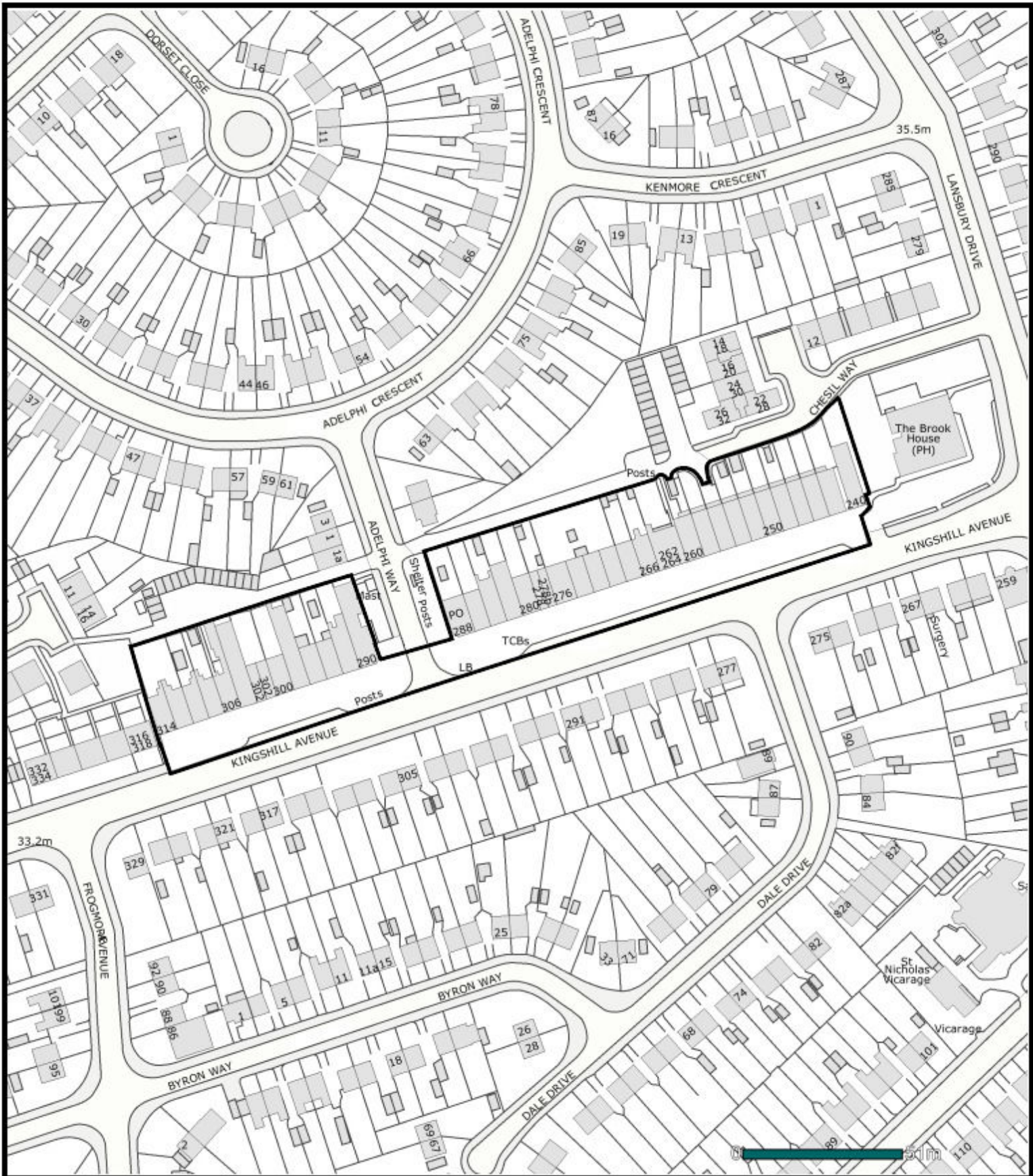
None at this stage.

## **Relevant Service Groups**

None at this stage.

## **6. BACKGROUND PAPERS**

Nil



# Kingshill Avenue, Hayes

# Appendix A

Date March 2013

Scale 1: 1,600

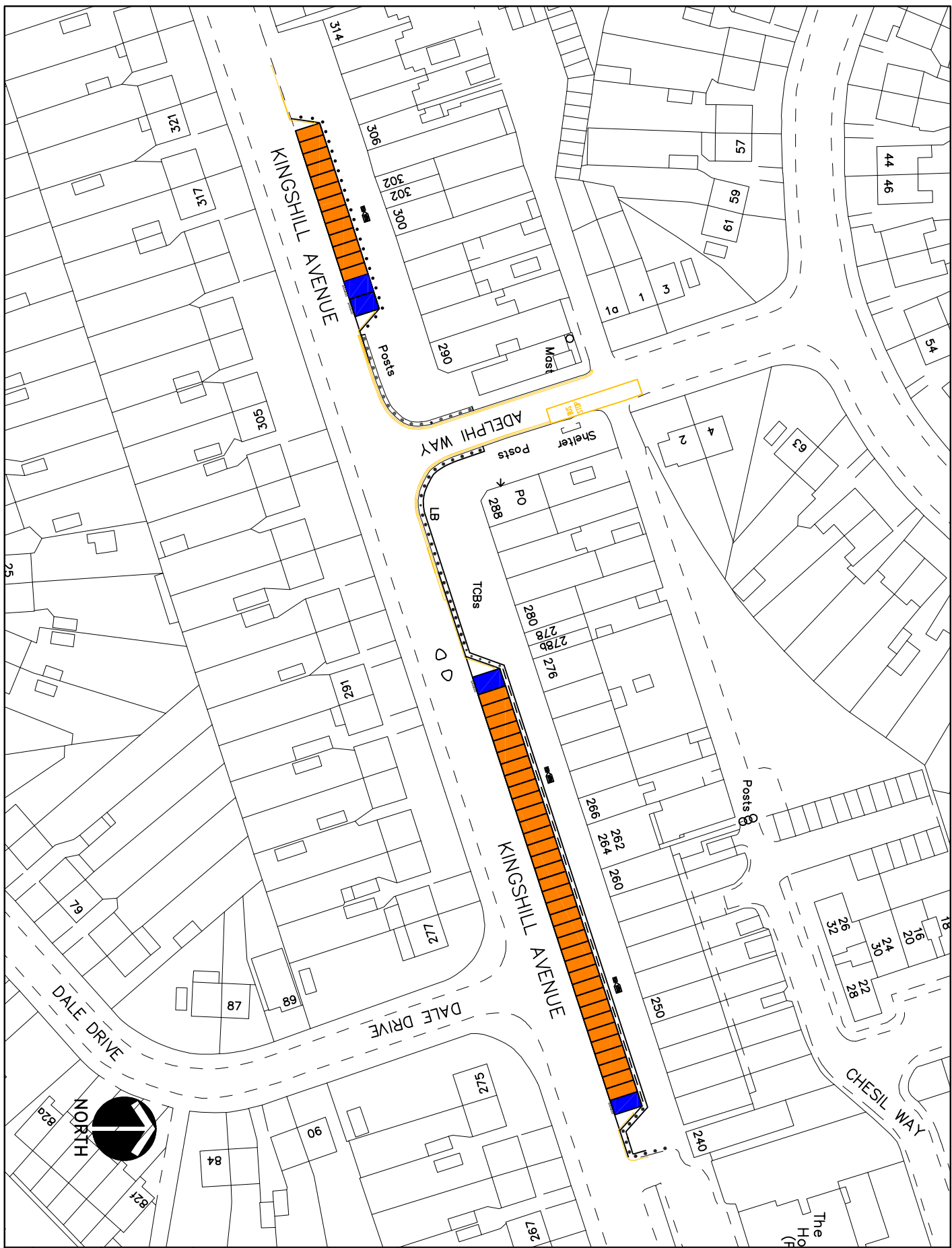


Extent of Kingshill Avenue shopping parade



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# Appendix B



**KEY**

- EXISTING YELLOW LINE
- DISABLED BAY
- PAY AND DISPLAY BAY

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**HILLINGDON**  
LONDON

TRANSPORT & PROJECTS  
 RESIDENTS SERVICES DIRECTORATE  
 ONE CENTRE WAY, ONE/2007/01895 250716  
 TEL: 01895 272507/01895 250716

**Kingshill Avenue**

Destination  
**Proposed design for Stop & Shop parking scheme**

Scale  
**1:1000 (A4)**

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## HAYES END, HAYES - PETITION REQUESTING A “STOP AND SHOP” PARKING SCHEME

<b>Cabinet Member(s)</b>	Councillor Keith Burrows
<b>Cabinet Portfolio(s)</b>	Planning, Transportation and Recycling
<b>Officer Contact(s)</b>	David Knowles Residents Services Directorate
<b>Papers with report</b>	Appendix A

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition requesting a “Stop and Shop” parking scheme in Hayes End, Hayes. A plan of the area is attached as Appendix A.
<b>Contribution to our plans and strategies</b>	The request can be considered in relation to the Council’s strategy for on-street parking controls.
<b>Financial Cost</b>	There are no financial implications associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents’ and Environmental Services.
<b>Ward(s) affected</b>	Charville

### 2. RECOMMENDATION

That the Cabinet Member:

1. Meets and discusses with petitioners their request for a “Stop and Shop” parking scheme in Hayes End in the service road between Nos 1250 and 1366 Uxbridge Road, Hayes End.
2. Notes the outcome of two previous consultations in 2009 and 2010.
3. Subject to 1, asks officers to add the request to the Council’s parking programme for possible consultation on a detailed design.

Reasons for recommendation

Inclusion of the request on the parking programme will allow a further consultation to be carried out for a controlled parking scheme outside the shops in the slip road alongside the Uxbridge Road in Hayes End.

### **Alternative options considered / risk management**

None as the petitioners are requesting a controlled parking scheme.

### **Policy Overview Committee comments**

None at this stage

## **3. INFORMATION**

### **Supporting Information**

1. A petition with 801 signatures has been submitted to the Council, which has been organised by two local Ward Councillors under the heading "*SAVE OUR SHOPS (SOS)*". In an accompanying letter prepared by the two councillors, they ask for residents to support the local shop keepers by signing the petition for a "Stop and Shop" scheme, with the usual first 30 minutes free parking and the beneficial parking charges for longer periods of stay for Hillingdon First Card holders.
2. The petition is assumed to have been signed by customers to the shops as well as local residents and traders, and the request refers to the Hillingdon's "Stop & Shop" parking schemes. This type of parking scheme has been introduced in many town centres and some shopping parades within the Borough. Numerous requests continue to be received for these schemes, which reflect the benefits that some shopkeepers and customers derive from this type of controlled parking.
3. The location of the shopping parade in Hayes End is indicated on Appendix A. It lies in a service road parallel to the A4020 Uxbridge Road, predominantly between its junctions with Hayes End Drive and Newport Road. There are in excess of 20 shops in this section, with some larger businesses sitting effectively at either end. Parking is often an issue in this parade, as some drivers park inconsiderately in such a way as to restrict legitimate access by others. There are also residential properties above the shops.
4. Problems are also faced by some of the businesses who find that delivery vehicles have difficulty in travelling to or from their premises. A consequent problem is that larger goods vehicles are sometimes forced to use undesirable routes through local residential streets, which is a clear inconvenience and concern for the wider local community. Working with local Ward Members, officers have developed some interim proposals aimed at tackling some of these issues.
5. The Cabinet Member will be aware that the Council undertook a previous consultation with the shops and residents living between 1250 and 1366 Uxbridge Road in July 2009. This consultation set out proposals for a 'Stop and Shop' scheme which was on the same lines that petitioners now appear to be requesting.



6. That initial informal consultation took place between 6th July and 20th July 2009. An information letter, questionnaire and pre-paid envelope were delivered to all 43 premises, 25 of which were business occupiers and 18 were residents. A total of 23 responses were received representing a 53% response rate. Of the responses received 12 indicated they were satisfied with the existing parking arrangements and 11 indicated support for a 'Stop and Shop' scheme. Given the split view it was agreed in consultation with local Ward Councillors that the proposed scheme be deferred and residents and businesses be reconsulted twelve months later.

7. A second consultation was duly conducted between 10th June and 1st July 2010. An information letter, questionnaire and pre paid envelope were again delivered to residents and businesses living between Nos. 1250-1366 Uxbridge Road. This time 20 responses were received representing a 47% response rate. Of the responses received 12 indicated they were satisfied with the existing parking arrangements and 8 wanted a 'Stop and Shop' scheme. All 8 who supported a scheme were businesses occupiers however, of the 12 against, 7 were business occupiers and 5 were residents.

8. Residents and businesses between Nos. 1250 -1366 Uxbridge Road have therefore been consulted twice on a possible 'Stop and Shop' scheme and in the second consultation, a higher majority indicated they wished to keep the existing parking arrangements. It is the Council's practice not to introduce controlled parking schemes unless they receive full support from the majority who respond to these consultations. Therefore, it was decided that no further action would be taken at that stage but to keep the area under review for possible inclusion in a future works programme.

9. It is clear however that parking remains an issue of significant concern and the Cabinet Member will know that Stop and Shop schemes have been successfully implemented across the Borough, often in the wake of initial scepticism and resistance. Clearly the fresh petition shows that many local people (in particular, it would appear, the customers of some of the businesses in Hayes End) would now welcome such a scheme.

10. It is recommended therefore that Cabinet Member meets with petitioners to discuss their concerns in greater detail and subject to the outcome decides if officers should add this request to the parking programme to subsequently undertake a third consultation.

### **Financial Implications**

There are none associated with the recommendations to this report however, if the Council were to consider the introduction of a "Stop and Shop" parking scheme for the service road in Hayes End, 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 an opportunity to discuss in detail with petitioners their concerns

### **Consultation Carried Out or Required**

Previous consultations in 2009 and 2010.

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

Corporate Finance has reviewed this report and concurs with the financial implications set out above, noting that there are no direct financial implications arising from the recommendations in 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 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**

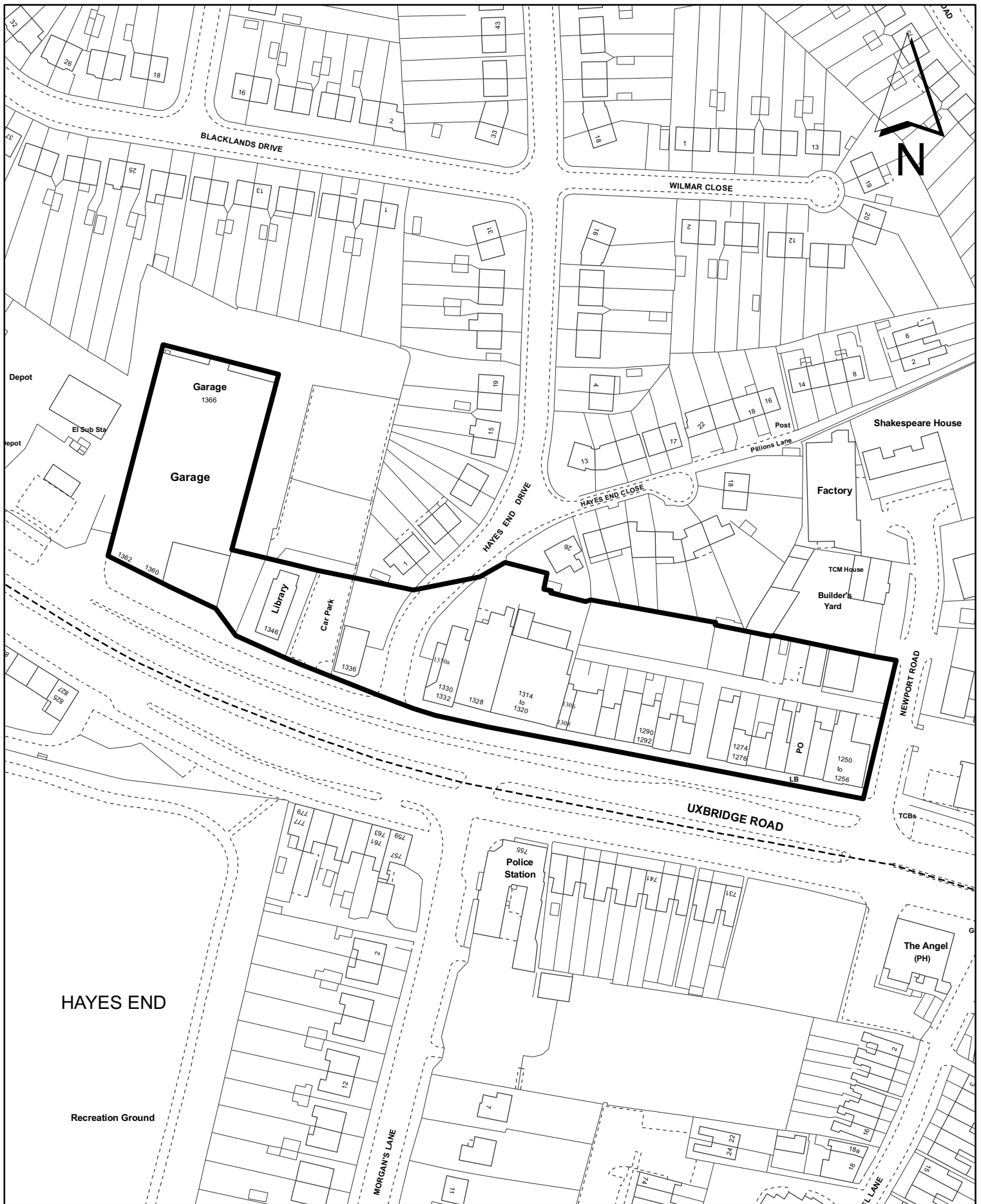
There are no property implications resulting from the recommendations set out in this report.

### **Relevant Service Groups**

None at this stage.

## **6. BACKGROUND PAPERS**

Petition received  
Previous consultations




# 1250 - 1366 Uxbridge Road Parking Management Scheme

## Appendix A

Scale 1:1,500  
Date July 2010



 Consultation Area

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# Agenda Item 8

## RESIDENTS CONCERNS REGARDING THE IMPACT OF LORRIES IN COWLEY MILL ROAD AND THE SURROUNDING STREETS IN UXBRIDGE SOUTH WARD

<b>Cabinet Member</b>	Councillor Keith Burrows
<b>Cabinet Portfolio</b>	Planning, Transportation and Recycling
<b>Report Author</b>	Alan Tilly Residents Services
<b>Papers with report</b>	Appendix 1. Photographs Appendix 2. Location Plan

### 1. HEADLINE INFORMATION

<b>Purpose of report</b>	To advise the Cabinet Member that two separate but broadly similar petitions have been received, both asking the Council to address residents' concerns regarding lorry traffic along Cowley Mill Road and the surrounding streets. Residents are concerned about the effect this is having upon road safety, residential amenity and public health.
<b>Contribution to our plans and strategies</b>	The petitions will be considered within the context of the Council's Sustainable Community Strategy and the transport strategy set out in Hillingdon's Local Implementation Plan.
<b>Financial Cost</b>	None at this stage.
<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services.
<b>Ward(s) affected</b>	Uxbridge South

### 2. RECOMMENDATION

That the Cabinet Member:

- 1. Meets and discusses with petitioners their concerns regarding lorry traffic along Cowley Mill Road, Waterloo Road and Swan Bridge and the surrounding streets and the impact this is having on road safety, residential amenity and public health.**
- 2. Notes the existing availability of data that could be used to inform a transportation study in the area.**
- 3. Subject to 1, instructs officers to incorporate evidence from petitioners and to collect, collate, analyse and interpret this data and report back to him with details**

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PART 1 – MEMBERS, PUBLIC AND PRESS

**of traffic speed and volume, and in particular its effect upon road safety, residential amenity and public health together with options for effective interventions to address these matters.**

### **Reasons for recommendation**

The petitioners' complaints, coupled with the recent incident of a lorry grounding and becoming stuck on Swan Bridge, indicate that there is a case for an investigation into the movement of lorry traffic and the impact this is having upon road safety, residential amenity and public health along Cowley Mill Road and the surrounding streets.

### **Comments of Policy Overview Committee(s)**

None at this stage.

## **3. INFORMATION**

### **Supporting Information**

1. This report considers two broadly similar petitions from residents in the Cowley Mill Road, South Uxbridge area raising concerns about the impact of lorry traffic on road safety, residential amenity and public health (see photograph 1, Appendix 1). In these petitions mention is made of the speed and volume of lorry traffic and the risk this poses to pedestrians and cyclists as well as sleep disturbance caused by lorries moving at night.

2. The first petition states *'We the undersigned, petition the council to restrict the speed of heavy lorries travelling through Uxbridge, along St John's and Cowley Mill Road to the so-called recycling sites on Wallingford Road, Uxbridge Industrial Estate. These lorries are driven dangerously with no consideration for others. Whether pedestrians, other road users or sleeping residents. It is unreasonable to expect us residents to put up with this situation as it now stands. The council should now restrict the speed of these lorries and ban night-time lorry movement to protect residents' health.'*

3. A view of Cowley Mill Road showing queuing traffic is shown in photograph 2 of Appendix 1.

4. The second petition states *'We the undersigned, petition the Council to consider the residents' concerns in relation to the traffic in Cowley Mill Road and Waterloo Road in Uxbridge. We are concerned about the high volume of traffic in Cowley Mills Road and Waterloo Road. We are also concerned about pedestrian and cyclist safety at the junction of Cowley Mill Road/ Waterloo Road/ access road leading to the industrial estate and Post Office Sorting Office'* (see photograph 3).

5. This petition also highlights pollution and the effect this is having on public health. This petition makes specific mention of pedestrian safety at the Cowley Mill Road/ Waterloo Road junction *'At the junction of Cowley Mill Road and Waterloo Road there are no pedestrian lights. It is not possible to see the colour of the lights, as it is a staggered junction, which means that crossing the road is hazardous. There has been an increase in the number of pedestrians crossing the junction, due to the opening of three shops at the junction, more children walking to school from the new houses and flats in Waterloo Road and more people walking to the Post*

*Office Sorting depot.* This petition also states that the traffic signals on Swan Bridge are not clearly visible as the lights are obscured by 'shutters.'

6. A general layout plan is attached as Appendix 2 to this report. Cowley Mill Road links St Johns Road to the west and A408 Cowley Road to the east. Approximately halfway along Cowley Mill Road Swan Bridge carries traffic over the Grand Union Canal. This bridge has a 17 tonne weight limit and there are signs warning lorry drivers that there is a risk of long vehicles grounding. These signs and their lighting conform to all the relevant standards. This bridge is narrow with traffic signals controlling one way operation (see photographs 4 and 5).

7. Cowley Mill Road west of the bridge is known as Cowley Mill Road West, with the corresponding section on the other side known as Cowley Mill Road East. Cowley Mill Road East is primarily a residential street of terraced houses. The footway is narrow and has bollards next to the kerb, many of which appear to have been hit and are now leaning at an angle (see photograph 6). Cowley Mill Road East provides access to a Post Office depot and the former British Gasworks site which now has planning approval for various industrial uses. There is also a mosque which generates considerable demand for parking on Fridays.

8. Cowley Mill Road West provides access to Uxbridge Industrial Estate and compared to Cowley Mill East there is a greater proportion of industrial units along this stretch of Cowley Mill Road. Clearly commercial premises attract a greater proportion of heavy goods traffic and it is important to ensure that this is carefully considered in context to ensure a fair balance between the need for reasonable access and the understandable desire to minimise such movements as far as practicable.

9. There are no recent traffic counts to verify the petitioners' concerns regarding the speed and volume of traffic using Cowley Mill Road, however officers' local knowledge and site visits do collectively suggest that the volume of traffic contributes to congestion and queuing. To help understand further the lorry movements in the area and the effect this is having on local residents, the Cabinet Member will recall authorising 24 hour automatic traffic speed and count surveys. These surveys have been commissioned and if available will be provided in summary form at the petition meeting.

10. St John's Road forms part of the A4007 linking Uxbridge with Slough, traffic at the junction with Cowley Mill Road West being controlled by a mini roundabout. West of the Cowley Mill Road junction, towards Uxbridge town centre, the A4007 St John's Road changes to Rockingham Road then New Windsor Street. This section of the A4007 is fronted by a mix of residential and industrial land uses. Eastbound towards Slough the A4007 travels through green belt in South Bucks District.

11. To further help understand the issues, officers have undertaken a high-level review of the background and other information available. This has to date revealed the following:-

- Cowley Mill Road forms part of an air quality management area. In June 2012 'diffusion tube' monitoring equipment was installed on Cowley Road at the eastern end of Cowley Mill Road. This will be interrogated to provide details of nitrogen oxide levels;
- Road traffic accident data by date, location, road user type and severity is available from Transport for London. A review of this has shown that over the 36 month period to 30 November 2012 there have been 18 personal injury road traffic accidents of which seventeen were slight and one serious;
- There is no noise survey information currently available;

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PART 1 – MEMBERS, PUBLIC AND PRESS

- Travel to school, qualitative information is available from the White Hall and St Mary Primary Schools' Travel Plans. The White Hall School Travel Plan was rewritten in September 2012. This showed that pupils living in the houses bounded by Cowley Mill Road, Waterloo Road and Austin Waye walk to school through the estate and cross the River Fray using a footbridge between Austin Waye and Cowley Road. This then takes them to a signalised pedestrian crossing over Cowley Road situated outside the school itself;
- Workplace travel plans exist for the Kier Park, British Gas Works site and Uxbridge Industrial Estate. These may be able to provide details of trip generation and modal split;
- Details regarding road surface and the condition of street lighting is held by the Council. For example, Rockingham Road between Trumper Way (west of Uxbridge town centre) and the Canal Bridge near Waterloo Road was recently resurfaced in March 2013;
- As noted above, fresh traffic surveys to record speed and volume have been commissioned.

9. The above outline information can be investigated in greater detail and collated, allowing officers to complete a 'desktop' study of lorry traffic movements in the area and their effect. From this traffic issues in the area would be better understood allowing a programme of interventions to be produced for the Cabinet Member to consider.

10. In the meantime, however, the specific evidence and ideas from the two sets of petitioners will provide an invaluable opportunity to help focus these further studies and ensure that residents' key concerns are understood and can be properly addressed.

### **Financial Implications**

There are no additional financial implications arising from the recommendations of the report, as the proposed data sources for any further review are drawn from existing resources.

## **4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES**

### **What will be the effect of the recommendations?**

They will allow the Council to build an understanding of the factors giving rise to petitioners' concerns and to then produce realistic and cost effective interventions to address the reasons for the concerns.

### **Consultation Carried Out or Required**

None at this stage

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

Corporate Finance has reviewed this report and confirms that the financial implications arising from the recommendations set out above will be contained within existing budgets.



## **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.

## **Corporate Property & Construction**

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

## **6. BACKGROUND PAPERS**

Nil

## Appendix 1: Photographs



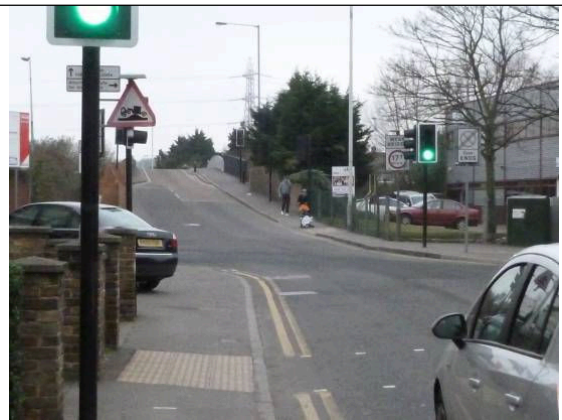
1. Cowley Mill Road looking east. Lorry traffic queuing during the AM peak and limited road space



2. Western access to Cowley Mill Road from St Johns showing directional signs for lorries



3 Junction Cowley Mill Road/Waterloo Road looking east. Concerns for the safety of pedestrians and cyclist crossing the junction



4. Swan Bridge over the Grand Union canal, traffic signals controlling single lane operation

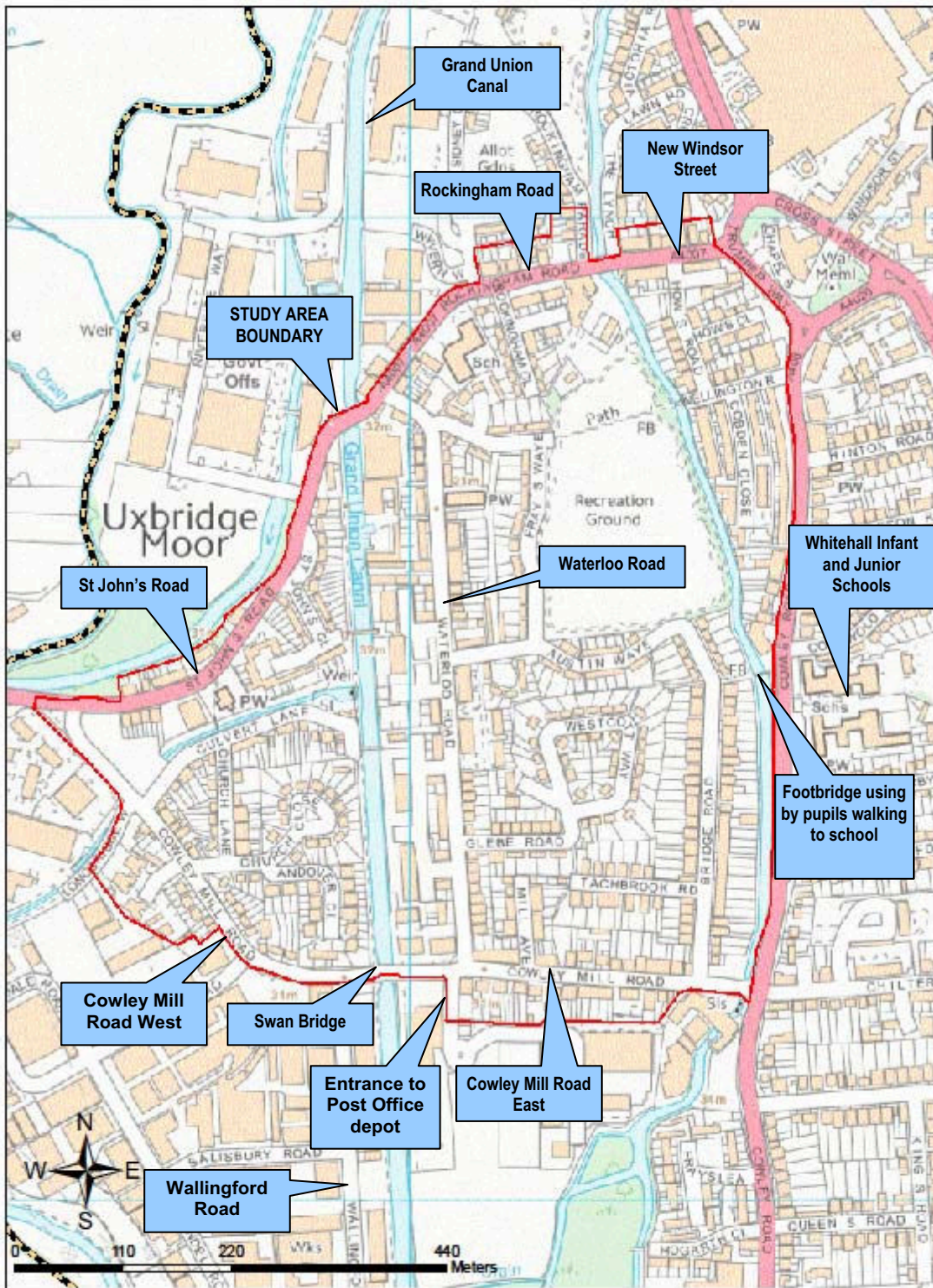


5. Swan Bridge road traffic signs and lighting conform with all relevant standards



6. Cowley Mill Road, looking east, bollards that have been hit

## Appendix 2: Location Plan



Map Notes

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