



HILLINGDON  
LONDON



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

**Date:** WEDNESDAY, 21  
JANUARY 2015

**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  
(Chairman)

## **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, 13 January 2015

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# Agenda

## CHAIRMAN'S ANNOUNCEMENTS

### PART 1 - MEMBERS, PUBLIC AND PRESS MAY ATTEND

- 1 Declarations of Interest in matters coming before this meeting
- 2 To confirm that the business of the meeting will take place in public.
- 3 To consider the report of the officers on the following petitions received.  
Please note that individual petitions may overrun their time slots. Although individual petitions may start later than advertised, they will not start any earlier than the advertised time.

	<b>Start Time</b>	<b>Title of Report</b>	<b>Ward</b>	<b>Page</b>
<b>4</b>	7.00pm	Petition Requesting Permit Holder Parking in a Section of Hill Lane	<b>West Ruislip</b>	<b>1-6</b>
<b>5</b>	7.00pm	Petition Requesting Parking Facilities / Areas for Pages Cottages, Ducks Hill Road, Ruislip	<b>West Ruislip</b>	<b>7-12</b>
<b>6</b>	7.30pm	Petition Requesting Traffic Calming Measures to Alleviate Speeding on the Approach to the Crossing on Bury Street, Adjacent to Pinn Way, Eastcote	<b>Eastcote &amp; East Ruislip and West Ruislip</b>	<b>13-18</b>
<b>7</b>	8.00pm	Petition Requesting Parking Management Scheme in Fairey Avenue, Hayes	<b>Pinkwell</b>	<b>19-24</b>
<b>8</b>	8.00pm	Petition Requesting Parking Management Scheme in Westcott Way, Uxbridge	<b>Uxbridge South</b>	<b>25-30</b>

## PETITION REQUESTING PERMIT HOLDER PARKING IN A SECTION OF HILL LANE, RUISLIP

<b>Cabinet Member(s)</b>	Councillor Keith Burrows
<b>Cabinet Portfolio(s)</b>	Cabinet Member for 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 a permit holder parking to be introduced in the unrestricted section of Hill Lane, 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>	The estimated cost to carry out the recommendation of this report is negligible as consultation can be carried out with internal resources.
<b>Relevant Policy Overview Committee</b>	Residents' & Environmental Services.
<b>Ward(s) affected</b>	West Ruislip

### 2. RECOMMENDATION

That the Cabinet Member:

1. Discusses with petitioners and listens to their request for permit holder parking in a section of Hill Lane, Ruislip as indicated on Appendix A.
2. Approves for informal consultation to be carried out with the residents of the unrestricted section of Hill Lane, Ruislip to see if the majority would support permit holder only parking.

## **Reasons for recommendation**

To allow the Cabinet Member to discuss with petitioners their concerns and if appropriate 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 21 signatures has been submitted to the Council requesting that the Council considers implementing permit holder only parking in a section of Hill Lane, Ruislip to prevent all day commuter parking.
2. Hill Lane is a residential road situated to the west of Ruislip town centre. Part of Hill Lane benefits from limited time waiting restrictions operational Monday to Friday 11am to Midday. This petition refers to the unrestricted section of road between the junction of Sharps Lane and just beyond the junction with Orchard Close. Due to the close proximity to West Ruislip Underground Station and Ruislip town centre, the remaining unrestricted section of Hill Lane forms an attractive area for non-residents to park. It is also one of the nearest sections of road to the West Ruislip Underground Station in terms of walking distance which has no form of parking restrictions in place. The relevant section of Hill Lane is indicated on the plan attached as Appendix A.
3. This petition has been signed by 21 households of Hill Lane which represents approximately 55% of the total number of properties within the unrestricted section of the road.
4. The Cabinet Member will be aware that the Council recently conducted an informal consultation with the residents of this part of Hill Lane along with part of Sharps Lane and Manor Road to see if they would like to consider some form of parking controls. The majority of responses from Hill Lane and Sharps Lane indicated that they would prefer no change to the current parking arrangements, as a result no further proposals for restrictions were developed in these two roads. The majority of responses from Manor Road indicated they would support a permit holder parking scheme therefore the Council is now in the process of developing a scheme for this road.
5. This petition was received after the above consultation had concluded and is effectively requesting for one of the options which was offered to residents. However, in the covering letter that accompanied this petition, the lead petitioner, explains that residents found the consultation papers confusing and were under the impression that it was asking for their views about the

possibility of introducing restrictions in a neighbouring road. It was also suggested that there was also some confusion about the costs relating to the permits.

6. It is therefore recommended, that the Cabinet Member discusses with petitioners their request and if he considers it appropriate instructs officers to arrange for a further consultation to be carried with all of the residents that live along this unrestricted part of Hill Lane. As part of this consultation, residents could simply be asked if they would like to consider permit holder parking in this part of Hill Lane. The results of the consultation will then be reported back to the Ward Councillors and the Cabinet Member for further consideration.

7. If a scheme is subsequently progressed, the times of operation for the scheme could reflect those already chosen for the scheme being developed nearby in Manor Road of Monday to Friday 9am to 5pm. It is also suggested that an individual bay be adopted as following an initial investigation this scheme layout is best suited for this section of Hill Lane.

### **Financial Implications**

The estimated cost to carry out the recommendation of this report is negligible as informal consultation could be carried out with internal resources. However, if a scheme is subsequently progressed to the next stage of statutory consultation this will be subject to a further Cabinet Member report at which stage funding from a suitable source will need to be identified.

## **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 has to address these concerns.

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

It is recommended that informal consultation be carried out with the resident of part of Hill Lane, Ruislip. If the Council subsequently decides for statutory consultation to be carried out this will be subject to a future Cabinet Member report and decision.

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

Corporate Finance have reviewed the report and concur with the financial implications above, noting that funding would need to be identified from the existing parking scheme programme before implementing changes to the current parking scheme resulting from the consultations.

### **Legal**

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

In considering any responses to the petition hearing, 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 in this report.

## **6. BACKGROUND PAPERS**

None.



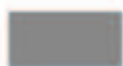


Hill Lane, Ruislip - Petition requesting permit holder only parking

Appendix A

Date November 2014

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Section of Hill Lane with no parking restrictions

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## PAGES COTTAGES, DUCK'S HILL ROAD, RUISLIP - PETITION REQUESTING CAR PARKING FACILITIES FOR THE COTTAGES

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

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition asking for car parking facilities for Nos. 1 to 8 Pages Cottages and 1 Reservoir Road, 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' and Environmental Services.
<b>Ward(s) affected</b>	East Ruislip

### 2. RECOMMENDATION

That the Cabinet Member:

- 1. Meets and discusses with petitioners their request for car parking facilities for nine properties in close proximity to Ruislip Lido.**
- 2. Asks officers to keep this request on record and undertake an informal consultation on options to address non-residential parking if residents of the area indicate support.**

## **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**

None at this stage.

## **Policy Overview Committee comments**

None at this stage.

## **3. INFORMATION**

### **Supporting Information**

1. A petition of 61 signatures has been submitted to the Council under the following heading;  
*"Car parking Facility for 1-8 Pages Cottages and 1 Reservoir Road"*.
2. Pages Cottages are located on Duck's Hill Road (A4180) which is one of the primary North to South routes in Hillingdon and links Ruislip to Northwood then beyond to Hertfordshire and is classified as a Borough Main Distributor Road. Only one of the cottages along this stretch of Duck's Hill Road has access to off-street parking which is due to the age of the properties. A location plan of the area is attached as Appendix A to this report.
3. In a covering letter with the petition, the lead petitioner has undertaken their own survey of the parking provision for Dell Farm Road, Lakeside Close, Reservoir Road, Abercorn Grove and some recent residential developments including Waters Reach and Park Wood Court both located on Reservoir Road which are all in close proximity to Pages Cottages.
4. From the data captured they conclude that almost all of the roads and developments close to, and adjoining Pages Cottages benefit to varying degrees of off-street parking provision. The lead petitioner infers from this that as other properties in the area have access to parking they are unlikely to support an area wide residents only parking scheme. The lead petitioner goes on to ask that as *"Nos 1/2/6/7 are car owners - we are requesting parking facilities. We would appreciate some mediation or negotiation in this matter as the situation is becoming desperate"*.
5. The Cabinet Member will recall that the Council undertook a formal consultation on a detailed design for a Parking Management Scheme in November and December 2007. At the time, on the basis of the responses received to this consultation, and meetings with residents, it

was apparent that the significant majority were opposed to a parking scheme and consequently the decision was made not to implement a scheme at that stage.

6. The issue of parking in the area around Ruislip Lido was discussed again at a meeting with Local Ward Councillors and residents held on 28<sup>th</sup> April 2010. Again the options to manage the parking were discussed and again the view of a clear majority residents who participated was they were generally opposed to a parking scheme. However, there was general agreement that the obstruction to traffic flow, especially on Reservoir Road, caused by inconsiderate parking needed to be addressed. As a consequence additional waiting and loading restrictions were proposed for the area and taken through the statutory consultation process. Some minor amendments to the proposals were made following comments received to the consultation and the restrictions were subsequently implemented in May 2011.

7. The Cabinet Member will also recall that the matter of parking provision for Pages Cottages has been looked at in some detail over the years with Ward Councillors and options explored. At a meeting in July Council officers again discussed residents' requests to allow vehicles to be allowed to park on the grass verge or pavement area outside the Cottages with representatives from the Metropolitan Police Service, London Fire Brigade, London Buses and the bus operating companies.

8. London Buses and the operating company that provides the H13 service raised concerns that parked or manoeuvring vehicles could restrict sightlines for buses exiting Reservoir Road. The speed of traffic that is coming down Duck's Hill Road approaching Reservoir Road was also a cause for concern. The Metropolitan Police Service and the Fire Brigade shared these views and as a consequence concluded that there should be no change to the existing parking arrangements outside the Cottages.

9. In light of the above it is recommended to the Cabinet Member that although sympathetic consideration can be given to residents of the Cottages request, in reality it can only realistically be considered as part of a wider scheme for the area. It is also recommended that the request be kept on record until there is further support from other residents in the area when a parking scheme can be considered.

### **Financial Implications**

There are no financial implications associated with the recommendations to this report. If works are subsequently required, suitable funding will need to be identified within the parking programme.

## **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**

None at this stage.

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

Corporate Finance has reviewed the report and financial implications, concurring that there are no cost implications for the Council associated with the recommendations to this report.

### **Legal**

There are no special legal implications for the proposal to discuss with petitioners their request for residents only parking facilities outside 1-8 Pages Cottages and 1 Reservoir Road, which amounts to an informal consultation. A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage. Fairness and natural justice requires that there must be no predetermination of a decision in advance of any wider non-statutory consultation.

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

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

### **Corporate Property and Construction**

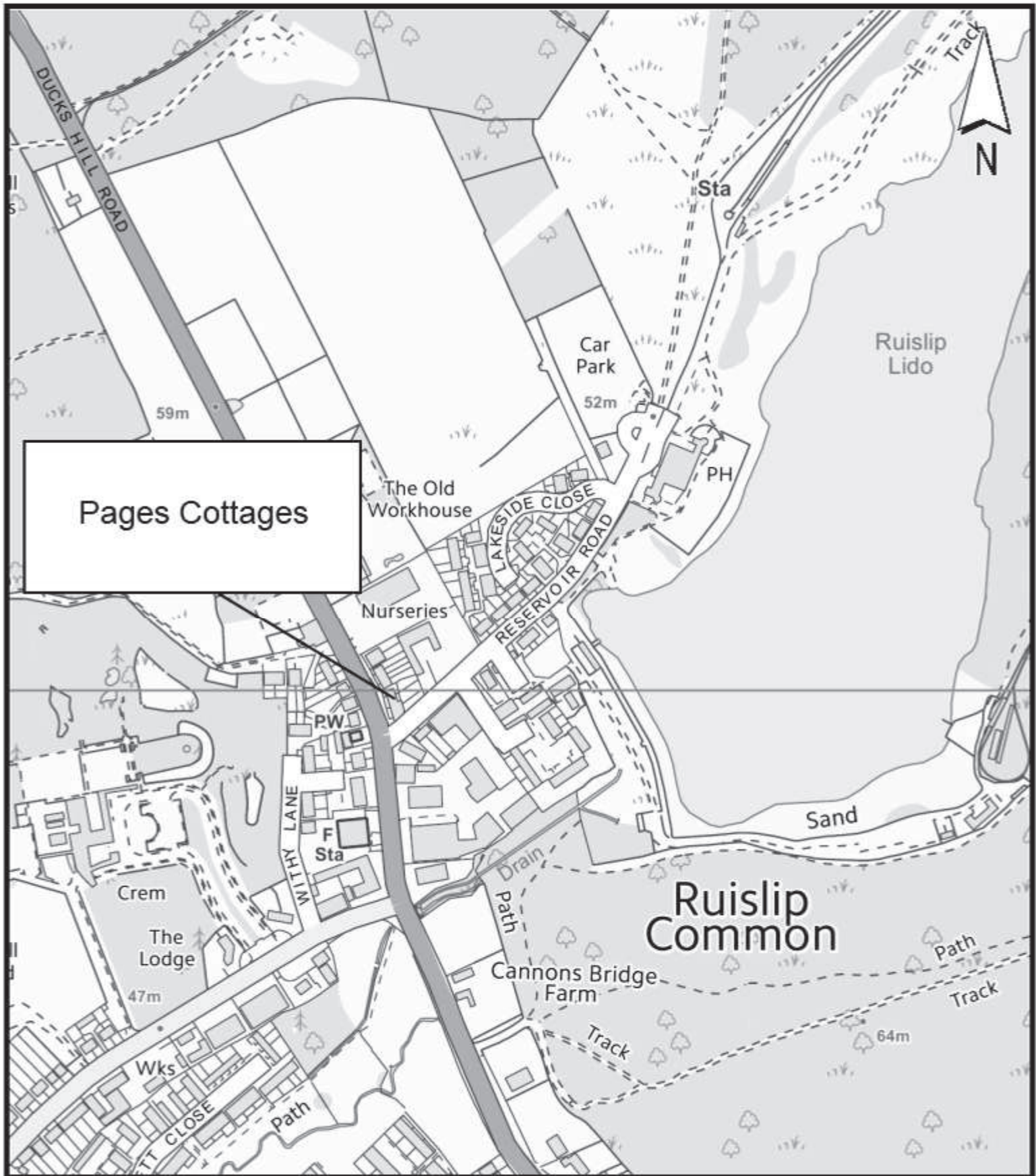
There are no property implications resulting from the recommendations set out in this report.

### **Relevant Service Groups**

None at this stage.

## **6. BACKGROUND PAPERS**

None.



## Pages Cottages, Ducks Hill Road - Location plan

## Appendix A

Date January 2015

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# Agenda Item 6

## BURY STREET NEAR THE JUNCTION WITH PINN WAY, RUISLIP - PETITION REQUESTING MEASURES TO IMPROVE PEDESTRIAN SAFETY

<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 - Location Plan

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition asking for measures to improve pedestrian safety on Bury Street near the junction with Pinn Way.
<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 direct costs associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents' & Environmental Services
<b>Ward(s) affected</b>	West Ruislip and Eastcote and East Ruislip Wards

### 2. RECOMMENDATION

That the Cabinet Member:

- 1. Meets with petitioners and considers their request for measures to improve pedestrian safety on Bury Street near the junction with Pinn Way.**
- 2. Subject to the above asks officers to add the petitioners' request to the Council's Road Safety Programme for further investigation including the installation of Zebrite Belisha Beacons.**
- 3. Subject to the above, asks officers to investigate the feasibility of adding Bury Street to the Council's Vehicle Activated Signs Programme.**

**4. Subject to the above, asks officers to undertake classified traffic volume and speed survey(s) at location(s) to be agreed with the petitioners and the relevant Ward Members.**

#### **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**

None at this stage.

#### **Policy Overview Committee comments**

None at this stage.

### **3. INFORMATION**

#### **Supporting Information**

1. A petition with 177 signatures has been submitted to the Council under the following heading *"To ensure greater security and safety for pedestrians who use the zebra crossing on Bury Street, near Pinn Way (Ruislip)"*.

2. In a covering letter attached to the petition, the lead petitioner raises the following point:

*"The parents and pupils of [Bishop Winnington-Ingram] BWI School, Ruislip have become extremely concerned following a number of incidents and near misses involving speeding cars on Bury Street.*

*We want to improve the safety of pedestrians using the zebra crossing on Bury Street, adjacent to Pinn Way, by installing traffic calming measures such as a pelican crossing and / or appropriate signage, warning road users to slow their speed on the approach to the crossing"*

3. Bury Street is classified as a Borough Main Distributor Road (A-Road) and is served by the 331 Bus Route. A few years ago the Council installed a zebra crossing on Bury Street close to the bridge over the River Pinn to assist vulnerable road users such as pupils of Bishop Winnington-Ingram School to cross the road safely, as well as benefiting people following the Celandine Route pedestrian way. A plan showing the location of the existing zebra crossing is attached as Appendix A to this report.

4. Analysis of the latest available Police recorded personal injury accident data for the three year period ending July 2014 has indicated that there has been one accident involving slight injuries which took place on Bury Street at the location of the existing zebra crossing near Pinn Way. This accident involved a southbound car colliding with the rear of another southbound car which had stopped for pedestrians using the crossing.

5. The Council has 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 most 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 Bury Street to future phases of the VAS Programme.

6. The Cabinet Member will also be aware of the more conspicuous type of Belisha Beacon (Zebrite Belisha Beacon) which has a halo of LED lights. It is suggested that officers investigate the feasibility of installing Zebrite Belisha Beacons at the existing zebra crossing on Bury Street.

7. It is therefore recommended that the Cabinet Member meets the petitioners and listens to their concerns and decides if this matter should be added to the Council's Road Safety Programme for further investigation.

### **Financial Implications**

There are no financial implications associated with the recommendations to this report. If after further investigation any measures are subsequently approved by the Council, 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**

None at this stage.

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

Corporate Finance has reviewed the report and financial implications, concurring that there are no additional cost implications to the Council associated with the recommendations. It is noted though that funding would need to be identified from existing revenue budgets prior to the installation of any additional traffic calming measures such as a Zebrite Belisha Beacon.

### **Legal**

There are no special legal implications with the Cabinet Member to meet and discuss with petitioners their request for measures to improve pedestrian safety on Bury Street near the junction with Pinn Way and to consider recommendations 2-4 above. A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage. Fairness and natural justice requires that there must be no predetermination of a decision in advance of any wider non-statutory consultation.

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

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

If specific advice is required, Legal Services should be consulted.

### **Corporate Property and Construction**

There are no Corporate Property and Construction implications arising from the recommendations set out in this report.

### **Relevant Service Groups**

None at this stage.

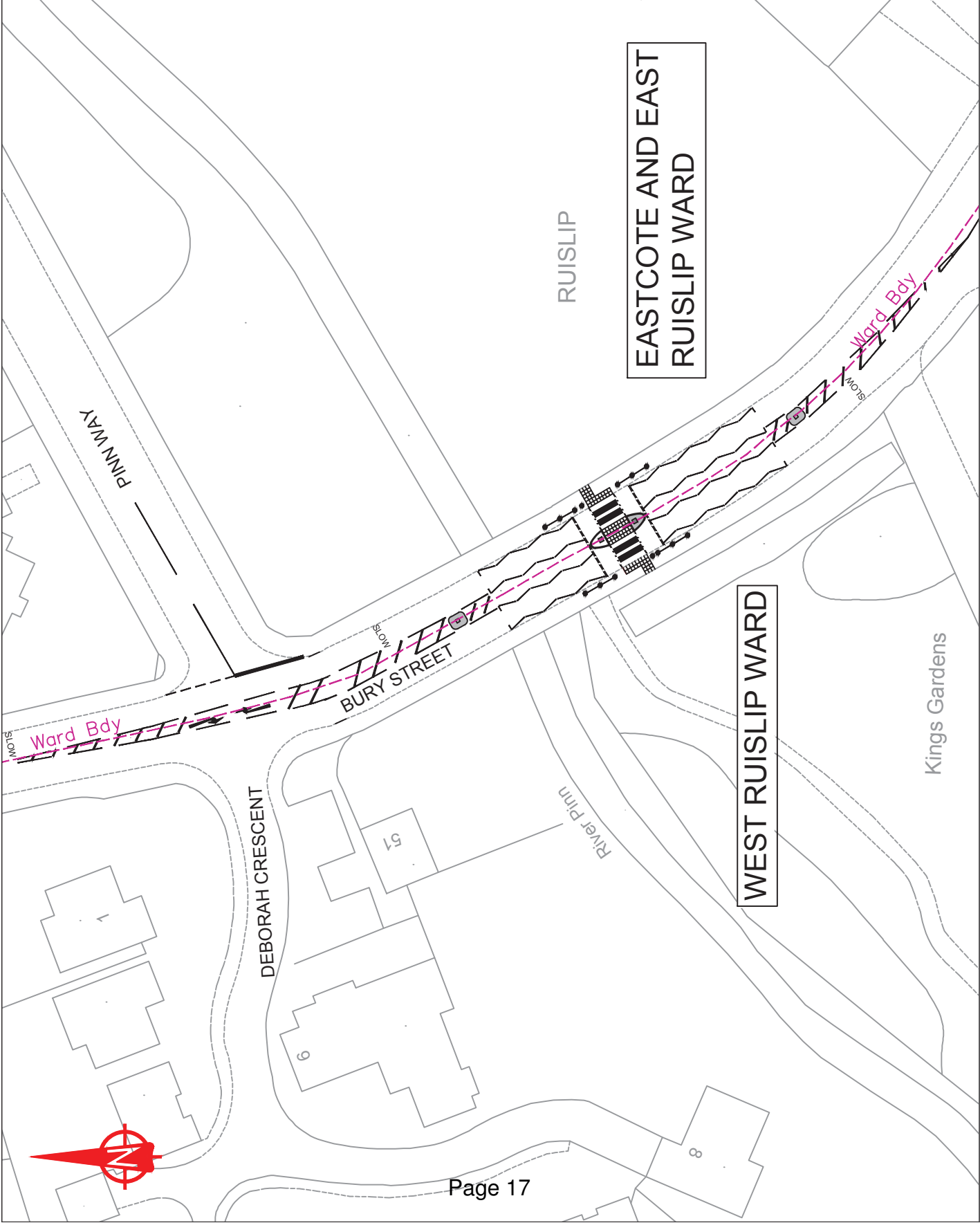
## **6. BACKGROUND PAPERS**

None.

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Project		Bury Street, Ruislip	
Description			
LOCATION PLAN			
Scale	Drawn (initials/date)	Checked (initials/date)	
NTS	CF 12/14		
Project No.	Drawing No.		Rev.



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## FAIREY AVENUE, HAYES - PETITION REQUESTING A PARKING MANAGEMENT SCHEME

<b>Cabinet Member(s)</b>	Councillor Keith Burrows
<b>Cabinet Portfolio(s)</b>	Cabinet Member for Planning, Transportation and Recycling
<b>Officer Contact(s)</b>	Steven Austin 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 asking for a Parking Management Scheme for Fairey Avenue, Hayes.
<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' and Environmental Services.
<b>Ward(s) affected</b>	Pinkwell

### 2. RECOMMENDATION

That the Cabinet Member:

- 1. Meets and discusses with petitioners their concerns with parking in Fairey Avenue, Hayes.**
- 2. Subject to the outcome of the above, asks officers to add Fairey Avenue to the extensive parking scheme programme.**

#### **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**

None at this stage.

## **Policy Overview Committee comments**

None at this stage.

## **3. INFORMATION**

### **Supporting Information**

1. A petition of 59 signatures has been submitted to the Council from residents who live in Fairey Avenue, Hayes asking for a Parking Management Scheme with the support of a Local Ward Councillor. In an accompanying statement the lead petitioner suggests the problems are as follows:

*"Parking for us residents is made so difficult and impossible to find parking spaces, this is due to commuters parking daily and going to the train station.  
People going away on holidays and airport staff park in this avenue and head for Heathrow by bus leaving their vehicles here for a period of up to 2 weeks.  
We also have vehicles from the MOT Garage/Car Wash customers park in the avenue.  
The latest is complaints from the residents that there are cars parked in the avenue by a private used car dealer around this area."*

2. Fairey Avenue is predominantly a residential road just off of North Hyde Road, close to Hayes Town Centre. The road comprises of a mixture of maisonettes and terraced houses many of which do not appear to benefit from any off-street parking provision. Due to the close proximity to Hayes Station, the shops, businesses and other amenities offered in Hayes Town Centre, Fairey Avenue is a convenient place to park. The location of Fairey Avenue is indicated on the plan attached as Appendix A.

3. The petition has been signed by 58 of the 69 properties in Fairey Avenue which represents 84% of the total households in this road.

4. The Cabinet Member will be aware the Council has recently undertaken an informal consultation with residents in area close to Fairey Avenue just north of North Hyde Road following a petition received from residents of that area. The results of this consultation are currently being analysed and will be reported to Cabinet Member separately but it would indicate that all day non-residential parking seems to be a wider local issue.

5. In light of the petition submitted by the residents of Fairley Avenue 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. Residents have helpfully indicated they would like to see a Parking Management Scheme implemented in Fairey Avenue operational Monday to Friday between 9am and 5pm.



## **Financial Implications**

There are no financial implications associated with the recommendations to this report. If works are subsequently required, suitable funding will need to be identified within the parking programme.

## **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**

None at this stage.

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

Corporate finance has reviewed the report and the financial implications above, noting that there are currently no cost implications for the Council associated with these recommendations, should a parking management scheme be deemed appropriate then the costs of implementation would be met from existing revenue budgets.

### **Legal**

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

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

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

### **Corporate Property and Construction**

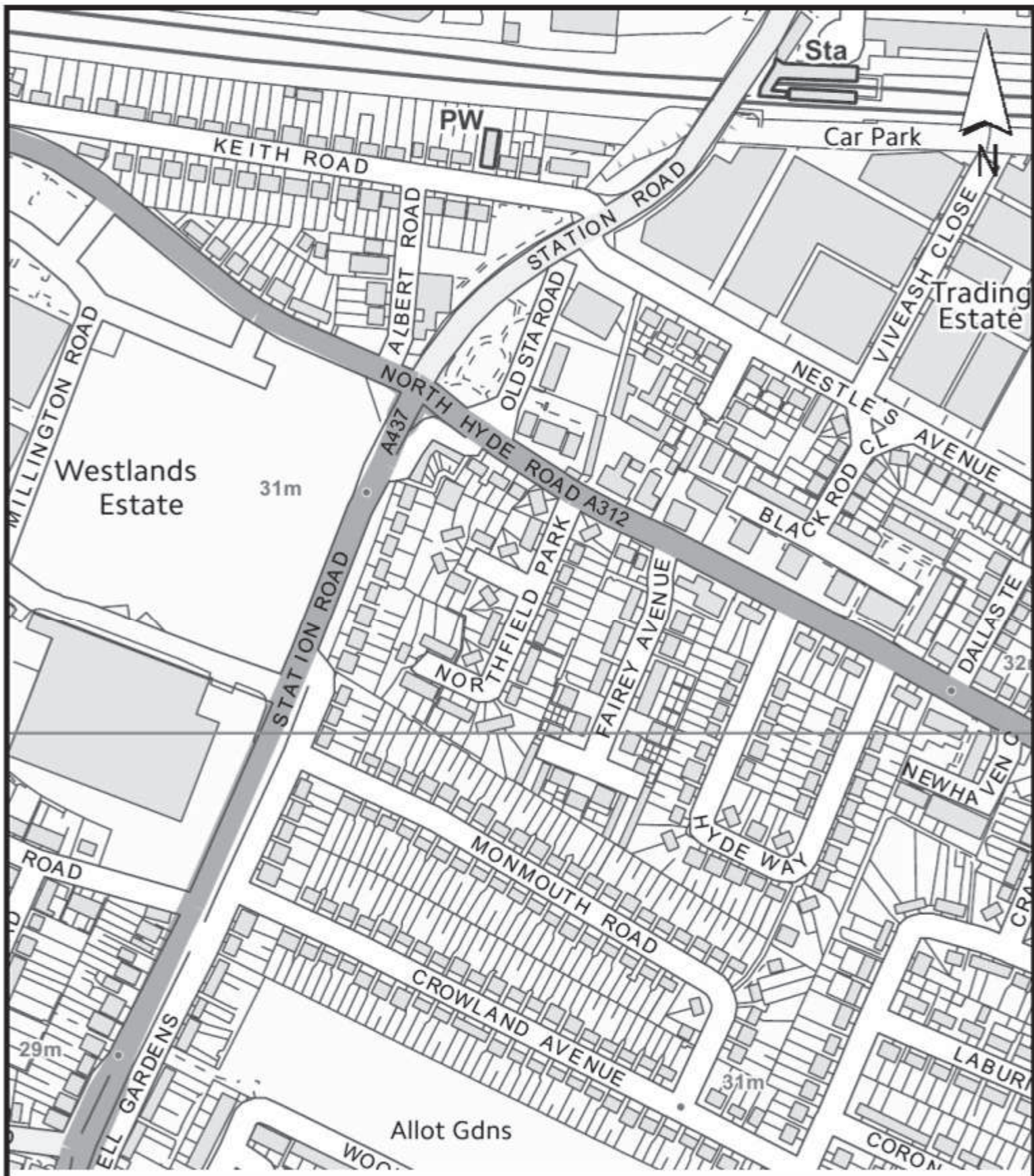
There are no Corporate Property and Construction implications arising from the recommendations set out in this report.

## **Relevant Service Groups**

None at this stage.

## **6. BACKGROUND PAPERS**

None.



## Fairey Avenue, Hayes - Location plan

## Appendix A

Date December 2014

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## PETITION REQUESTING A PARKING MANAGEMENT SCHEME IN WESCOTT WAY, UXBRIDGE

<b>Cabinet Member(s)</b>	Councillor Keith Burrows
<b>Cabinet Portfolio(s)</b>	Cabinet Member for 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 a Parking Management Scheme to be introduced in Wescott Way, Uxbridge.
<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>	Uxbridge South

### 2. RECOMMENDATION

That the Cabinet Member:

1. Discusses with petitioners and listens to their request for a Parking Management Scheme to be introduced in Wescott Way, Uxbridge.
2. Decides if the request for a Parking Management Scheme in Wescott Way and Bettles Close should be added to the Council's future parking scheme programme for further investigation and more detailed consultation with residents when resources permit.

Reasons for recommendation

To allow the Cabinet Member to discuss with petitioners their concerns and if appropriate 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 33 signatures has been submitted to the Council requesting a Parking Management Scheme to be considered in Wescott Way, Uxbridge. In the petition heading, the lead petitioner explains the difficulties that residents are experiencing with long term non-residential parking, in particular commercial vehicles, due to the road being effectively surrounded by the existing Uxbridge South Parking Management Scheme.
2. The location of Wescott Way and the boundary of the nearby Uxbridge South Parking Management Scheme are indicated on the plan attached as Appendix A. As this road is on the periphery of an existing Parking Management Scheme and is close to nearby businesses, it forms an attractive area for non-residents to park.
3. This petition has been signed by 26 properties of Wescott Way which represents approximately 43% of the total number of households in the road.
4. The Cabinet Member will be aware that over the past few years the residents of Wescott Way have been consulted on several occasions to consider being included in a possible extension to the Uxbridge South Parking Management Scheme, within operational reviews of the existing parking scheme. The most recent of these consultations was carried out in September 2010 where the majority of residents that responded to the consultation indicated they would prefer no change to the current parking arrangements. As a result no proposals for parking restrictions were developed for Wescott Way and parking has remained unrestricted.
5. It is therefore 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 to carry out a further informal consultation with the residents of Wescott Way, in order to establish the overall level of support for parking restrictions. It is also recommended at the same time that residents of Bettles Close be included in the consultation as they are likely to be experiencing the same problems as the residents of Wescott Way, Bettles Close is the only other road in the vicinity which does not already benefit from parking restrictions. The outcome of this consultation would then 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 was to consider the introduction of parking restrictions in Wescott Way and Bettles Close, 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 investigates the feasibility to introduce parking restrictions in Wescott Way and Bettles Close, consultation will be carried out with residents to establish if there is overall support.

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

Corporate finance has reviewed the report and concurs with the financial implications above, noting that there are currently no cost implications for the Council associated with these recommendations.

### **Legal**

The Council's power to make an order creating a parking management scheme such as that proposed in this report for a Parking Management Scheme to be introduced in Wescott Way, Uxbridge is set out in Part IV of the Road Traffic Regulation Act 1984.

There are no specific legal implications for the proposal of an informal consultation with residents of Wescott Way and Bettles Close to ascertain if there is support for a Parking Management Scheme. A meeting 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.

Before an Order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure)(England & Wales) Regulations 1996 (SI 1996/2489) are complied with. The Traffic Signs Regulations and General Directions 2002 govern road traffic signs and road markings.

In exercising any of the powers under the Road Traffic Regulation Act 1984, the Council have to consider their statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic (Section 122 Road Traffic Regulation Act 1984). This statutory duty

must be balanced with the concerns raised by any objections that have been received from the residents in or around the surrounding areas and as detailed in the report. In considering the responses received during consultation, the Council must ensure that there is full consideration of all representations arising and do not accord with the Officers recommendation. The Council must be satisfied that the objections from the public were taken into account.

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.

If specific advice is required, Legal Services should be consulted.

### **Corporate Property and Construction**

There are no Corporate Property and Construction implications arising from the recommendations set out in this report.

### **Relevant Service Groups**

None at this stage.

## **6. BACKGROUND PAPERS**

None.





Wescott Way, Uxbridge - Petition requesting a Parking Management Scheme

Appendix A

Date December 2014

Scale 1:4,000



Boundary of the Uxbridge South Parking Management Scheme



Internal zone boundary

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