



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

**Date:** WEDNESDAY, 20 MAY 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

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## **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, 12 May 2015

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# Useful information for residents and visitors

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Please enter from the Council's main reception where you will be directed to the Committee Room.

## Accessibility

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## Reporting and filming of meetings

Residents and the media are welcomed to report the proceedings of the public parts of this meeting. Any individual or organisation wishing to film proceedings will be permitted, subject to 48 hours advance notice and compliance with the Council's protocol on such matters. The Officer Contact shown on the front of this agenda should be contacted first for further information.

## Emergency procedures

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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>	<b>7pm</b>	Cobden Close , Uxbridge - Petition Requesting the Existing Residents' Permit Only Parking Scheme is Extended	Uxbridge South	1 - 6
<b>5</b>	<b>7pm</b>	Providence Road, Yiewsley - Petition Objecting To Proposed Parking Restrictions	Yiewsley	7 - 14

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## COBDEN CLOSE, UXBRIDGE - PETITION REQUESTING THE EXISTING RESIDENTS' PERMIT ONLY PARKING SCHEME IS EXTENDED

<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
<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 from residents of Cobden Close, Uxbridge asking for the existing Parking Management Scheme to include all of Cobden Close and that the operational times are extended to 8am to 8pm.
<b>Contribution to our plans and strategies</b>	The request can be considered as part of the Council's strategy for on-street parking.
<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>	Uxbridge South.

### 2. RECOMMENDATION

Meeting with the Petitioners, the Cabinet Member agrees to:

1. Listen to their concerns with the current parking arrangements in Cobden Close.
2. Subject to the outcome of the above, asks officers to add the request to the Council's extensive parking programme for further investigation.

#### 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 31 signatures from residents of Cobden Close has been received by the Council. In an accompanying statement, the lead petitioner states *"Currently parking is a problem with people parking in the turning area, vehicles blocking cars in, having to park a long way from where we live, and vehicles without residents' permits. Not enough of the roads are enforced to prevent current parking issues"*.
2. The lead petitioner goes on to say *"The aim of this petition is to have the parking enforcement company to monitor and enforce ALL of the bays in Cobden Close from 8am to 8pm"*.
3. Cobden Close is a residential cul-de-sac which is situated close to Uxbridge Town Centre with all of its many amenities. As the Cabinet Member will be aware, Cobden Close currently benefits from being included in the Uxbridge South Parking Management Scheme which was implemented in December 2003. This scheme provides some dedicated on-street parking places for permit holders but there are also some off-street parking areas currently managed separately by colleagues in Hillingdon Housing Services. Having checked the Council's Highway Adoption records for Cobden Close from 1984, it appears that the intention was always to keep the off-street parking areas as private. A location plan of the area is attached as Appendix A to this report.
4. As the Cabinet Member is aware, the Council has powers under the Road Traffic Regulation Act 1984 to provide suitable and adequate parking on the Highway. Parking bays and waiting restrictions on the highway are underpinned by a legal document known as a Traffic Regulation Order (TROs) and as the Highway Authority the Council can change and/or amend these TROs through a legal process. As a result, the request to amend the current operational hours of the on-street bays from Monday to Friday 9am - 5pm to 8am - 8pm has some merit but would be subject to a statutory consultation if approved in principle by the Cabinet Member.
5. In the petition, residents allude to the fact that they would like to see "ALL" of the bays in Cobden Close enforced from 8am to 8pm which would imply the off-street areas as well as the on-street parking. As these areas are not adopted Highway, it is not usual for requests like this to be considered. Whilst these parking areas are not individually allocated, they are available at no charge to residents and their guests on a first come first served basis. Cobden Close is a "mixed use" development incorporating general housing and sheltered accommodation. The latter group of residents in particular benefit from the flexibility of parking bays which can be used by visitors and support providers from health and social care. However, as a consequence, these areas could be open to abuse as they are not enforced.

6. However, in these particular circumstances and after discussing the parking issues with petitioners, the Cabinet Member may ask officers to liaise further with colleagues in Hillingdon Housing Services to discuss possible options to manage these parking areas and to bring him a further report with options for him to consider.

### **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 this report and confirms that there are no direct financial implications arising from the recommendations above.

### **Legal**

There are no specific legal implications for the proposal which amounts to an informal consultation with residents of Cobden Close to ascertain if there is support for the extended 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 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 in this report.

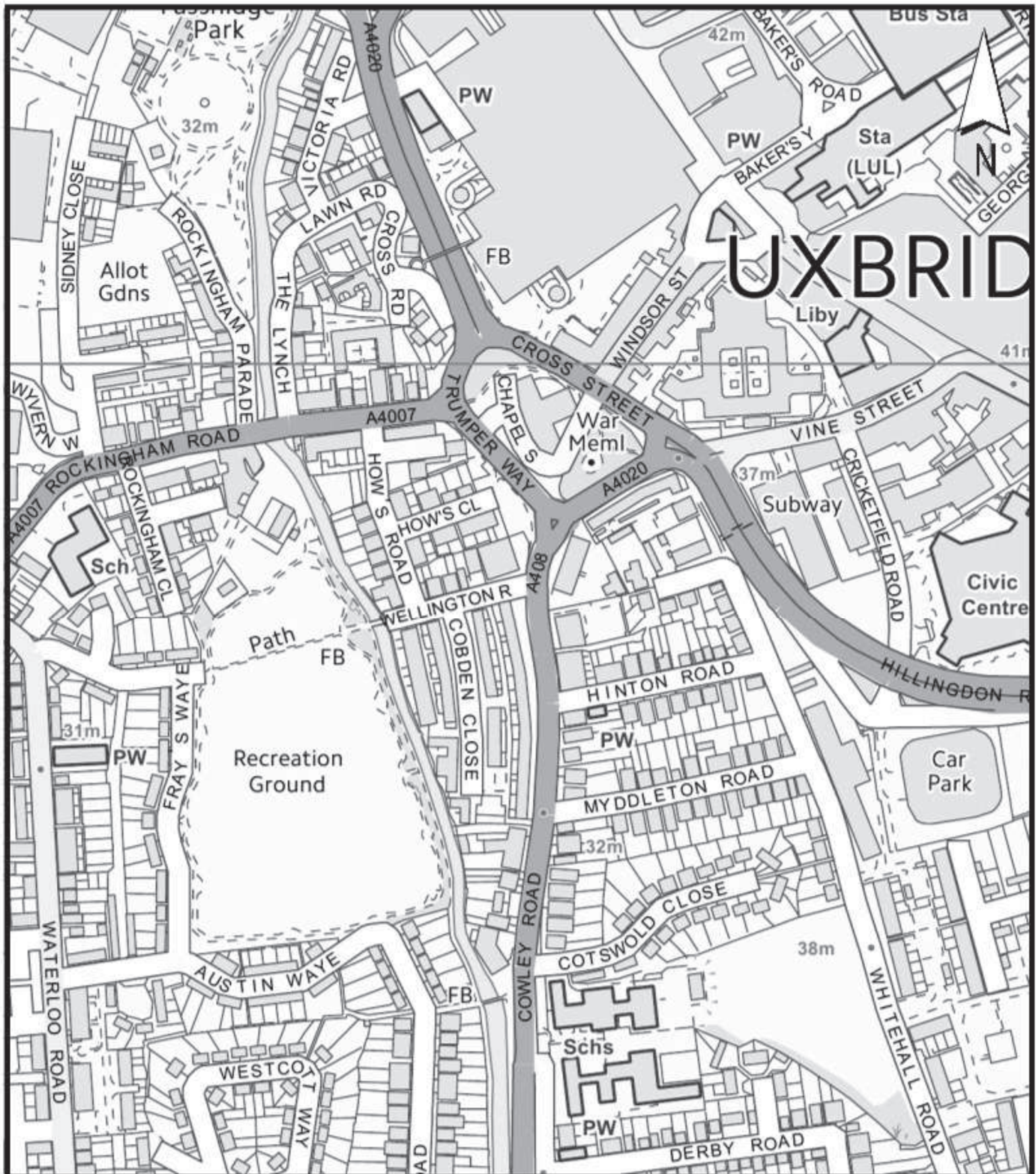
## **Relevant Service Groups**

None at this stage.

## **6. BACKGROUND PAPERS**

Petition received.





Cobden Close, Uxbridge - Location plan

Appendix A

Date April 2015

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# Agenda Item 5

## PROVIDENCE ROAD, YIEWSLEY - PETITION OBJECTING TO PROPOSED PARKING RESTRICTIONS

<b>Cabinet Member(s)</b>	Cllr Keith Burrows
<b>Cabinet Portfolio(s)</b>	Planning, Transportation & Recycling
<b>Officer Contact(s)</b>	Caroline Haywood Residents Services
<b>Papers with report</b>	Appendices A & B

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that a petition has been received objecting to proposed parking restrictions in Providence Road, Yiewsley.
<b>Contribution to our plans and strategies</b>	The request can be considered as part of the Council's annual programme of road safety initiatives.
<b>Financial Cost</b>	There are no financial implications in relation to the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents' & Environmental Services.
<b>Ward(s) affected</b>	Yiewsley.

### 2. RECOMMENDATION

**Meeting with the petitioners, the Cabinet Member agrees to:**

- 1. Consider the issues / concerns raised regarding the proposed waiting restrictions.**
- 2. Ask officers to report the outcome of this meeting and the comments received to the formal consultation of proposed waiting restrictions on Providence Road and to include all these views in a separate report for his consideration.**

#### **Reasons for recommendation**

To allow the Cabinet Member to discuss in detail matters raised above with petitioners.

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

These can be identified from the proposed detailed discussions with the petitioners.

## Policy Overview Committee comments

None at this stage.

### 3. INFORMATION

#### Supporting Information

1 The Council has received a petition containing 61 signatures from residents of Providence Road and Edgar Road stating *'We wish to register our objection to the proposed parking restrictions in Providence Road as this would severely restrict the parking available to residents in the street. We would like the proposal to be dropped and a suitable alternative sought.'* The petitioners do not set out any alternative options for consideration.

2 Providence Road is a residential road within Yiewsley Ward running parallel to Horton Road between Colham Avenue and Whitethorn Avenue. There are existing 'At Any Time' waiting restrictions on Providence Road at its junction with Edgar Road and with Colham Avenue, which were installed following previous concerns from residents with regard to restricted access. Providence Road is a short distance from Yiewsley High Street and West Drayton Railway Station. Colham Avenue is part of the Yiewsley Parking Management Scheme which is operational Monday - Saturday 9am - 6pm. The carriageway in this section of Providence Road is approximately 6.2 metres wide with approximately 1.6 metre wide footways. A plan of the area is shown on Appendix A.

3 The Council received a request from a resident through the Road Safety Programme for measures to remove obstructive parking in the section of Providence Road between Colham Avenue and Edgar Road as their rubbish had not been collected for a number of weeks. The Council's Refuse Team confirmed they had not been able to collect the rubbish from the flats on the corner of Providence Road and Colham Avenue for a three week period. The Refuse Department confirmed they would support the removal of the parked cars in the section of road and as a consequence a detailed investigation took place.

4 Officers visited the site and parking was observed taking place on both sides of the road, reducing the available carriageway width significantly. Some of these vehicles are large minibuses from a local business, who is no longer able to park in Colham Avenue since the parking scheme was introduced at the end of September 2014. Access down Providence Road is consequently restricted to one lane, which forces vehicles to reverse back up the road and into Colham Avenue. If access is restricted to the refuse lorries, the same problem may occur with emergency service vehicles.

5 In view of this, a proposal was developed to install 'At Any Time' waiting restrictions on the north side of Providence Road between Edgar Road and Colham Avenue, whilst still allowing parking outside residential properties on the south side of the road. The proposed restrictions are shown on the plan attached as Appendix B of this report.

6 The proposals were then taken through the statutory consultation process, which involved the placing of advertisements in the local press and the display of public notices on site and it was during this period that the Council received the present petition along with seven other letters objecting to the proposed waiting restrictions on Providence Road.

7 The Fire Brigade has been consulted and they have confirmed that their site checks show significant difficulties accessing the road. They would support the proposed scheme.



8 It is suggested therefore, that the Cabinet Member discusses with the petitioners their specific concerns and establishes what alternatives the residents would support and for the outcome of this meeting to be reported with the other objection comments received in a separate report for his consideration.

### **Financial Implications**

There are none associated with the recommendations to this report.

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

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

The recommendations will identify the extent of the petitioners concerns and look at possible solutions to mitigate these.

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

Consultation has been carried out on this proposal through a notice on site and in the local press. Local Ward Councillors have also been consulted.

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

Corporate Finance has reviewed this report and confirm that there are no direct financial implications arising from the recommendations

### **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 at that time.

### **Corporate Property and Construction**

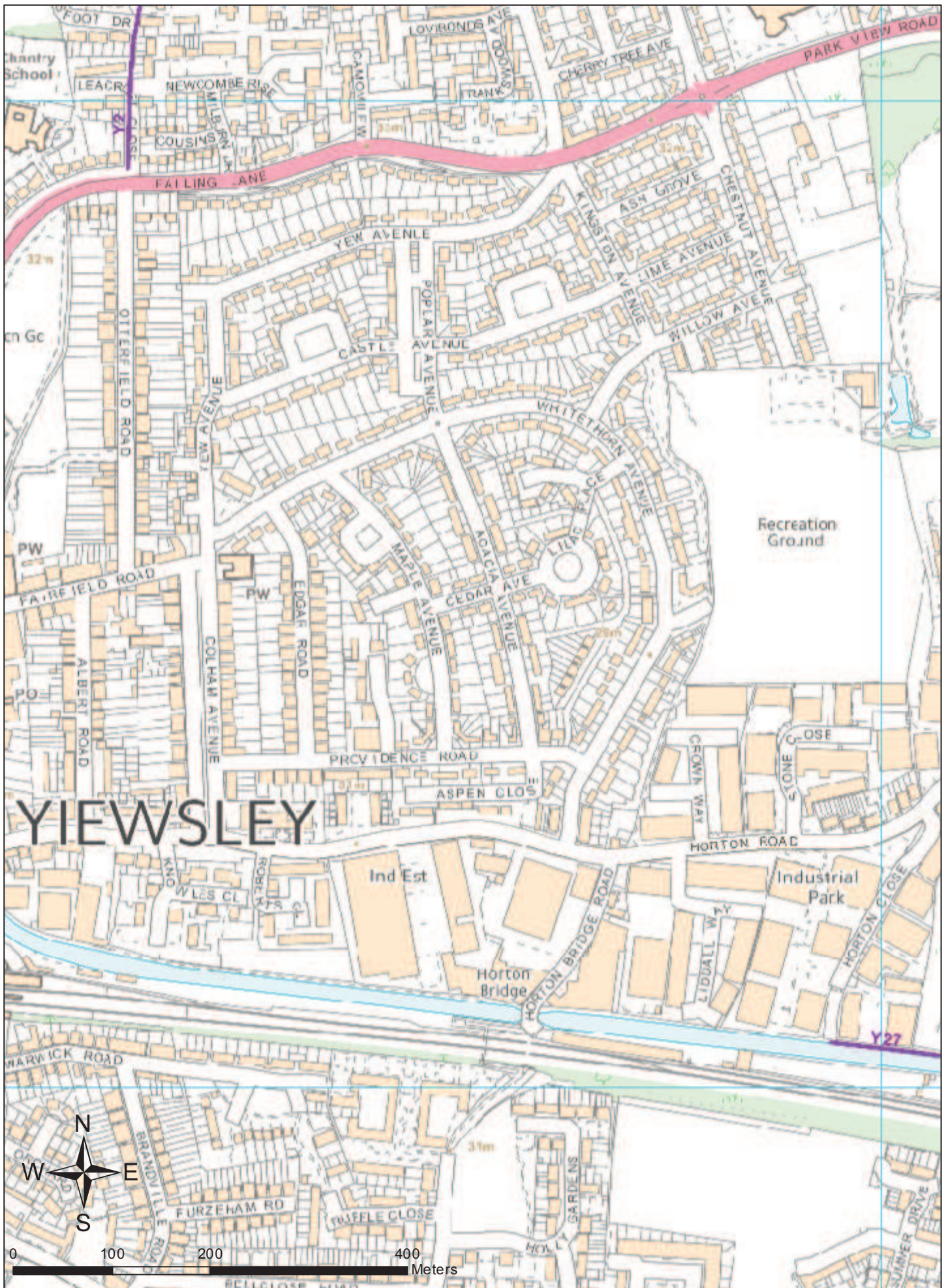
There are no property implications resulting from the recommendations set out in this report.

## **6. BACKGROUND PAPERS**

- Petition received
- Statutory consultation

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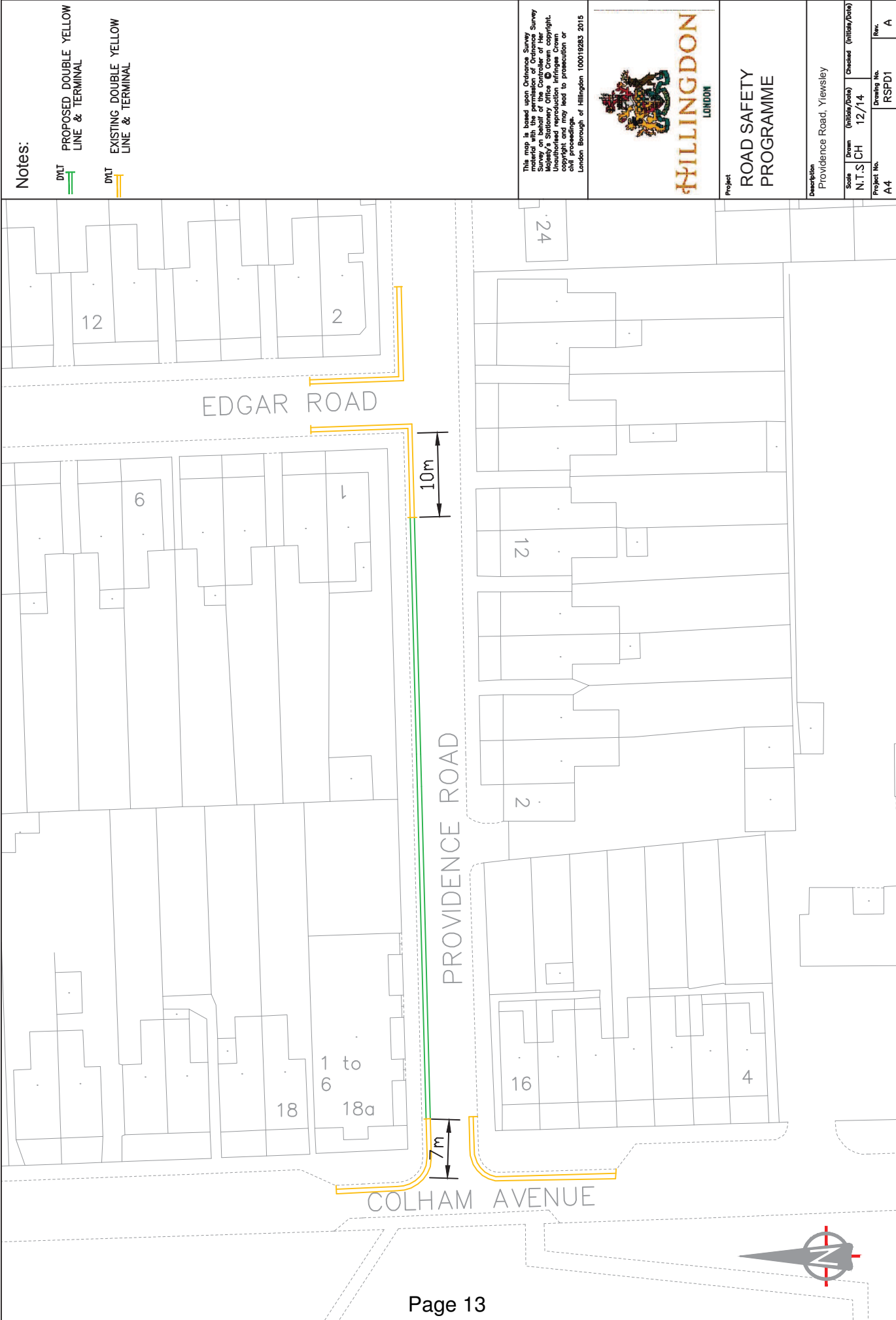
# APPENDIX A





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# APPENDIX B



**Notes:**

-  PROPOSED DOUBLE YELLOW LINE & TERMINAL
-  EXISTING DOUBLE YELLOW LINE & TERMINAL

This map is based upon Ordnance Survey data. The Ordnance Survey is a registered trademark of the Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.  
 London Borough of Hillingdon 100019283 2015



**Project**  
 ROAD SAFETY PROGRAMME

<b>Description</b> Providence Road, Yiewsley	
<b>Scale</b> N.T.S	<b>Drawn (initials/date)</b> CH 12/14
<b>Project No.</b> A4	<b>Checked (initials/date)</b> RSPD1
<b>Project No.</b> A4	<b>Rev.</b> A

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