



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

Date: WEDNESDAY,
14 OCTOBER 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

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.

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, 6 October 2015
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This Agenda is available online at:

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Lloyd White
Head of Democratic Services
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Useful information for residents and visitors

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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.

	Start Time	Title of Report	Ward	Page
4	7:00 pm	Request to reduce the speed limit in Harvil Road from 50mph to 40mph	Harefield	1 - 6
5	7:00 PM	Request for a 20mph speed limit on Ruislip Gardens Estate, Ruislip	South Ruislip	7 - 12
6	7:30 pm	Request for a Parking Management Scheme in Whitethorn Avenue, Yiewsley	Yiewsley	13 - 18
7	8:00 pm	Request for a Parking Management Scheme in Ashwood Avenue, Hillingdon	Yiewsley	19 - 24
8	8:00 pm	Request for a Parking Management Scheme in Beechwood Avenue, Uxbridge	Yiewsley	25 - 30

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Agenda Item 4

PETITION REQUESTING REDUCTION OF THE MAXIMUM SPEED LIMIT FROM 50MPH TO 40MPH ALONG HARVIL ROAD

Cabinet Member	Councillor Keith Burrows
Cabinet Portfolio	Planning, Transportation and Recycling
Report Author	Alan Tilly, Residents Services
Papers with report	Appendix A

1. HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that two petitions have been submitted asking the Council to reduce the maximum speed limit from 50mph to 40mph along Harvil Road. Concern has also been raised about the increase in Heavy Goods Vehicles (HGVs) travelling along Harvil Road.
Contribution to our plans and strategies	The request of the petitioners will be considered within the context of the Council's Transport Strategy.
Financial Cost	The costs associated with the recommendations to this report are currently limited to Council officer time. Should future outcomes require funding, it is proposed that the cost be met from the Transport for London (TfL), Local Implementation Plan budget.
Relevant Policy Overview Committee	Residents' and Environmental Services
Ward(s) affected	Harefield & Ickenham

2. RECOMMENDATIONS

That the Cabinet Member:

1. **Meets with petitioners to discuss their request for reducing the speed limit from 50mph to 40mph in Harvil Road, between Harefield and Ickenham.**
2. **Notes the results of 24/7 traffic surveys undertaken by the Council to measure the speed, volume and composition of the traffic in Harvil Road in 2012 and 2014 and the accident data provided by TfL.**
3. **Instructs officers to undertake a detailed study and consultation on reducing the speed limit of Harvil Road to 40mph and report the results back to him.**
4. **Instructs officers to do a detailed study of HGV movements along Harvil Road and investigate ways to mitigate the impacts on residents and report the results back to him.**

Cabinet Member Report - Petition Hearing 14 October 2015

5. Instructs officers to feed in the evidence from petitioners and the outcome of any study to HS2 Limited, as part of the ongoing dialogue with them, with a view to achieving suitable traffic mitigation as part of the HS2 project.

3. INFORMATION

Reasons for recommendation

The petition hearing will provide a valuable opportunity to hear directly from the petitioners their concerns and to ensure that their suggestions are fully understood.

Alternative options considered

None at this stage.

Comments of Policy Overview Committee(s)

None at this stage.

Supporting Information

Petition Content

1. The Council has received two petitions, one paper and one e-petition with 77 valid signatures of residents who live in the Harefield and Ickenham area. The petitioners are concerned with road safety issues in relation to the volume and speed of heavy goods vehicle traffic along Harvil Road and are asking for a speed reduction under the following terms:

"Petition Topic:

Safety issues relating to high level of Heavy Goods Vehicle traffic in Harefield Road (Ickenham to Harefield). HGV traffic in Harvil Road from the Council Recycling Site, Uxbridge Skips, Harleyford Aggregates, Collect Concrete and Advance Fuels has increased substantially over the past year.

Rubbish and mud falling from moving vehicles is an almost daily problem, causing safety and environmental pollution issues for local residents and smaller vehicles using the road.

We consider that HGVs travelling at 50mph along a single track country road with blind hills and bends (susceptible to black ice in the winter) is dangerous and intimidating to other road users.

What is the intended outcome?

Reduction of maximum speed limit in Harvil Road (from Swakeleys Road to Harefield) from 50mph to 40mph.

Better signage to encourage safe driving along this dangerous road.

More stringent and enforceable regulations to require the businesses along Harvil Road to effectively secure their loads."

Background Information

2. Harvil Road is classified as a Borough distributor road, forming part of the Borough's Principal Road Network. Harvil Road runs from the B467 Swakeleys Road to Broadwater Lane, where it becomes Church Hill. Harvil Road is a single carriageway for most of its length. It is relatively straight, although the road does rise and fall, creating hidden dips that limit forward visibility. The location of Harvil Road is shown in Appendix A. Harvil Road is served by bus route number U9. This operates a 15 minutes frequency service connecting Uxbridge with Harefield via Swakeleys Road, though, it should be noted that there are no fixed stops between the junction with B467 Swakeleys Road and Moorhall Road.
3. The number of the frontages along Harvil Road is limited, generally consisting of commercial uses related to building construction and recycling operations. The Dogs Trust also has premises along Harvil Road, which is an increasingly popular destination. There are a number of side roads along Harvil Road, although these are access only and not heavily used.
4. The Council has previously undertaken speed and vehicle class surveys along Harvil Road on two separate occasions. The first was undertaken in February 2012 and the second in September 2014. This data shows that the average 24 hour traffic flow increased during the intervening period from 6,919 to 8,328 vehicles and the speed increased by approximately 15mph, during this period. The results show that 15% of the vehicles (in both directions) were travelling faster than 53mph in 2014. In 2012, 15% of vehicles were travelling faster than 37mph. This data shows that a large number of vehicles travelling along Harvil Road, do so in excess of the speed limit, a problem which has significantly grown between 2012 and 2014.
5. The data also shows that there has been a significant increase in the number of HGVs using this link, from 336 in 2012, to 807 in 2014. The number of HGVs using Harvil Road is expected to increase with the construction of HS2.
6. To further help understand traffic activity in the area, officers have reviewed road traffic accident data provided by TfL over the last 36 months (up to 31 January 2015), the most recent period available. This information has shown there were 17 accidents that resulted in personal injury during this time, the majority resulted in only slight injury but one was fatal and one resulted in serious injury.
7. The accidents were fairly evenly spread along Harvil Road, with four taking place in the New Years Green junction area and three in each of the Broadwater Lane, The Drive and Moorhall Road areas respectively. Eight of these collisions were the result of vehicles losing control, seven were as a result of drivers going too fast (or in a hurry) and four were the result of drivers being impaired by alcohol.
8. Further analysis of the accident data showed that a total of 2 of the 17 accidents involved HGVs, both of which resulted in slight injuries only. The accident which resulted in serious injury was to a motorcyclist, who was hit by a car, whose driver failed to look

properly. The accident which resulted in the fatality involved two cars and speed was identified as a contributing factor.

Further Information

9. As mentioned earlier in the report, the problem with the increase in the number of HGVs in the area could rise from 2017 when the construction of the HS2 mainline between London and Birmingham is set to begin. Currently, Harvil Road has been identified as a key route for the movement of construction traffic. However, it should be noted that Council officers are working with HS2 on ongoing discussions about the impact on Hillingdon roads and mitigation measures for construction traffic.
10. Although, there are no fixed bus stops along the 50mph section of Harvil Road, site visits have shown that, occasionally, buses do stop at the Dogs Trust, but this is at the discretion of the driver. TfL have an aspiration for a fixed stop to be provided at the Dogs Trust in response to passenger demand. It is a pre-requisite from the TfL Buses Department that a 40mph zone would need to be introduced as bus stops are not provided on roads with a speed limit higher than 40mph. Any consideration for a bus stop in this location would also require a central reservation to allow pedestrians to cross the road safely.

Conclusions

11. Based on an initial review of the traffic data for Harvil Road, it can be concluded that there has been an increase in traffic (including HGV traffic) and speed in line with what is being championed by the petitions to the Council. The analysis of accident data also shows that a number of accidents are as a result of speed. This shows that reducing the speed limit from 50mph to 40mph may have road safety benefits. Therefore, it is suggested that the Cabinet Member listens to the evidence from petitioners and, subject to what they tell him, considers instructing officers to carry out a more detailed study and consultation on the implications of reducing the speed limit to 40mph along Harvil Road. In addition to this, it is suggested that the Cabinet Member considers instructing officers to undertake a more in-depth study into HGV movements along Harvil Road, following which, all results will be reported back to him for further consideration.

Financial Implications

The recommendations set out in this report would result in officer time to carry out a more detailed study on Harvil Road. The outcome of the study could result in works requiring funding, currently estimated to be approximately £4k. Should this be the case, it would be proposed that the works are resourced from the Transport for London Local Implementation Plan funding granted to the Council on a yearly basis.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

The recommendation will allow the concerns of petitioners to be considered in detail and suitable remedial measures to be developed for implementation.

Consultation Carried Out or Required

No statutory consultation was required or carried out.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and concurs with the financial implications set out above; noting that the cost of any works undertaken as a result of the detailed study will be met from TfL LIP funding.

Legal

There are no special legal implications for the proposal to discuss with petitioners their request for reducing the speed limit from 50mph to 40mph in Harvil 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.

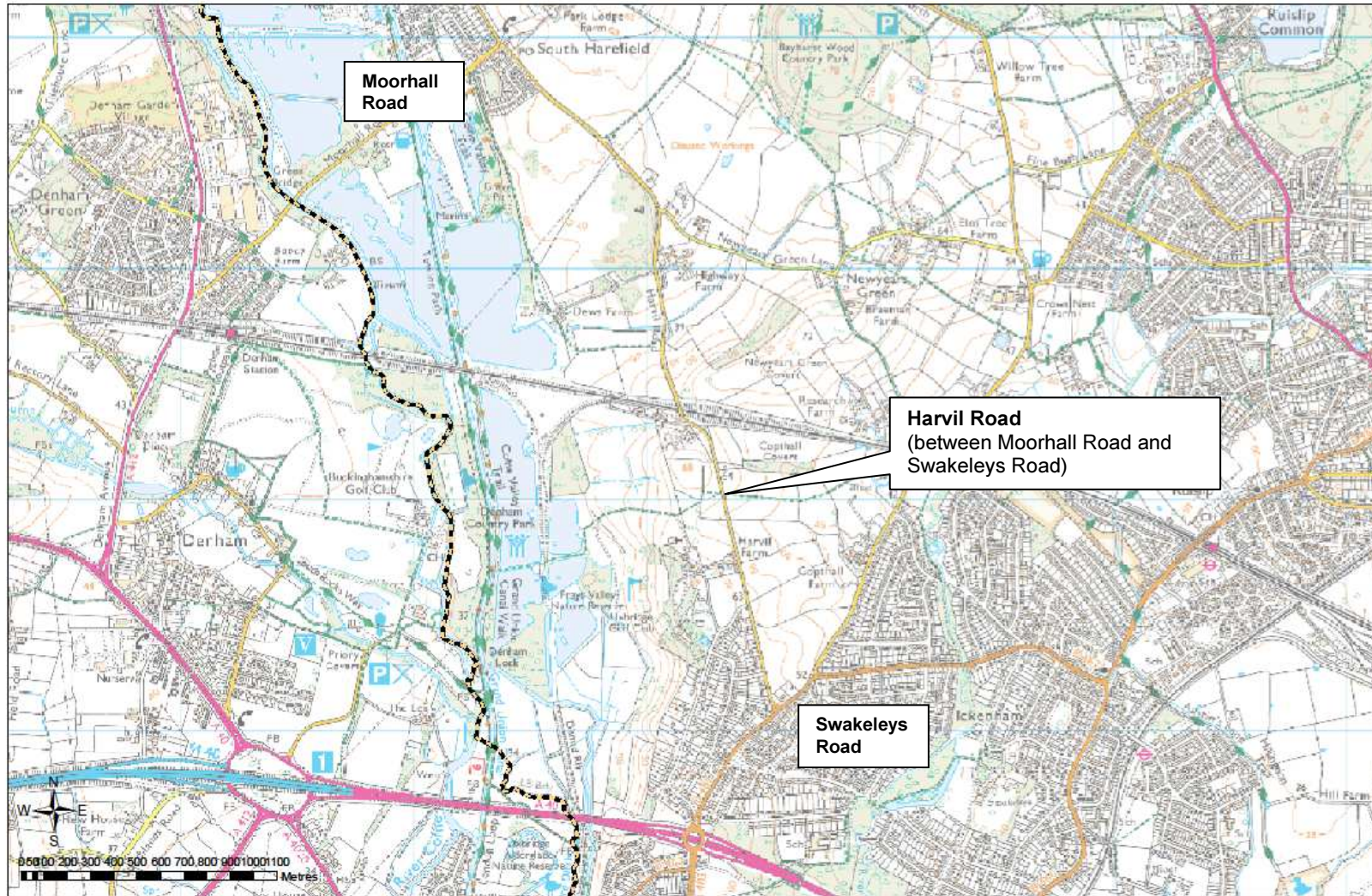
6. BACKGROUND PAPERS

Nil.

Appendix A: Location Plan Harvil Road

Harvil Road

Page 6



Map Notes

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RUISLIP GARDENS ESTATE, RUISLIP – PETITION REQUESTING A 20MPH SPEED LIMIT

Cabinet Member(s)	Cllr Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation & Recycling
Officer Contact(s)	Caroline Haywood, Residents Services
Papers with report	Appendix A

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that a petition has been received asking for a 20mph speed limit on the Ruislip Gardens Estate, Ruislip.
Contribution to our plans and strategies	The request can be considered as part of the Council's annual programme of road safety initiatives.
Financial Cost	There are no financial implications in relation to the recommendations to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services
Ward(s) affected	South Ruislip

2. RECOMMENDATION

That the Cabinet Member meets with the petitioners and agrees to:

1. Discuss their request for a 20mph speed limit.
2. Subject to the outcome of the discussion, asks officers to arrange a speed and vehicle survey at locations suggested by the petitioners, for the results to be reported back to the Cabinet Member and local Ward Councillors.
3. Subject to 1 and 2, asks officers to undertake further investigations under the Road Safety Programme and report back to him.

Reasons for recommendation

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

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.

4. INFORMATION

Supporting Information

1. A petition with 79 signatures has been submitted to the Council from residents within and outside the Ruislip Gardens Estate under the following heading '*We the undersigned request 20mph on the roads on our estate*'.
2. The Ruislip Gardens Estate consists of eight roads. These are Bedford Road, Clyfford Road, Trevor Crescent, Lea Crescent, Stafford Road, Bromley Crescent, Acorn Grove and Hathaway Close. These roads are mainly residential, with Ruislip Gardens Primary School being located on Stafford Road. All roads fall within South Ruislip Ward. Bedford Road is the only access road in and out of the estate. The estate is within easy walking distance of Ruislip Gardens underground train station. A plan of the area is shown on Appendix A.
3. Analysis of the latest available Police recorded personal injury data for the three year period ending April 2015 has shown that there has been one incident within the estate. This occurred on Bedford Road, 110m north east of its junction with Trevor Crescent and the cause was recorded as the driver being distracted, subsequently losing control and hitting two parked cars.
4. It is not clear from the petition whether the petitioners are concerned with vehicle speeds across the whole estate or just at certain locations. However, in order to assist with investigations concerning the speed of vehicles, it is suggested that the Cabinet Member may be minded to ask officers to commission independent 24 hour / 7 day vehicle speed and classification surveys at locations agreed by the petitioners and relevant Ward Councillors.
5. These surveys could take the form of Automatic Traffic Counters (ATCs). These are pairs of rubber tubes laid across the carriageway and attached to a road-side data recorder. This type of survey is the most reliable means of measuring traffic volumes, types and speeds on a 24-hour, seven day a week basis. The data captured would inform any possible options to address vehicle speeds, if this is found to be a problem.
6. It is therefore, recommended that the Cabinet Member meets the petitioners to listen to their concerns and decide if this request should be added to the Council's Road Safety Programme for further investigation.

Financial Implications

There are no financial implications associated with the recommendations in 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 with petitioners their concerns in detail.

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 special legal implications for the proposal to discuss with petitioners their request for a 20mph speed limit on the Ruislip Garden Estate, 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.

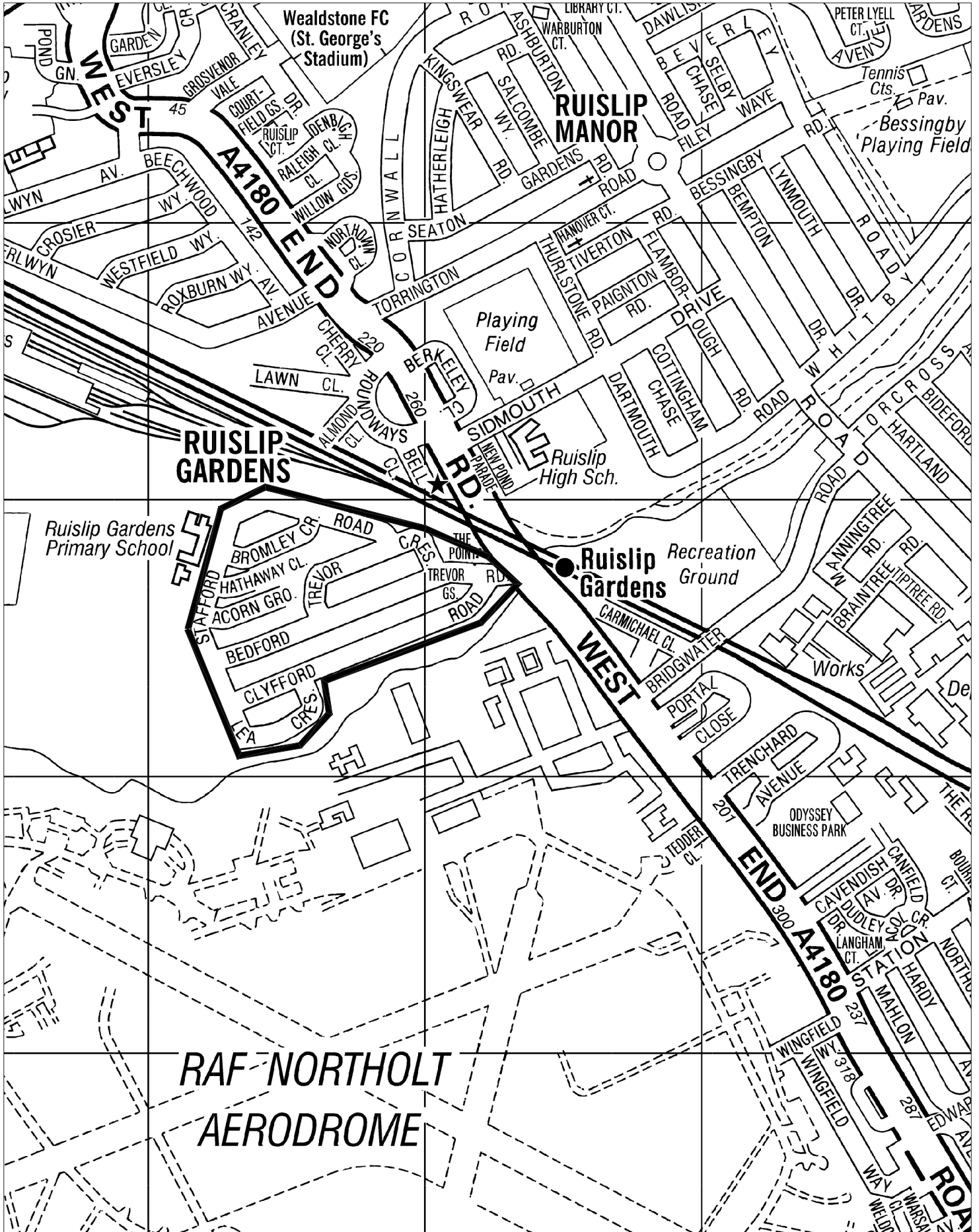
In considering any informal consultation responses, decision makers must ensure there is a full consideration of all representations arising, including those which do not accord with the officer recommendation. The decision maker must be satisfied that responses from the public are conscientiously taken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

6. BACKGROUND PAPERS

Nil.

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 Ruislip Gardens Estate

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Agenda Item 6

WHITETHORN AVENUE, YIEWSLEY - PETITION REQUESTING A RESIDENTS PARKING SCHEME

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition from residents of Whitethorn Avenue asking for a residents' parking scheme.
Contribution to our plans and strategies	The request can be considered as part of the Council's strategy for parking in residential areas.
Financial Cost	There are no financial costs associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward(s) affected	Yiewsley

2. RECOMMENDATION

That the Cabinet Member meets with the petitioners to:

1. Listen to their concerns in relation to the parking situation in Whitethorn Avenue.
2. Subject to the outcome of the above, asks officers to add the request to the Council's Parking Scheme Programme for future informal consultation.

Reasons for recommendation

Discussions with the petitioners will allow the Cabinet Member to fully understand their concerns and suggestions.

Alternative options considered / risk management

These will be discussed with the petitioners.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition, signed by 22 residents of Whitethorn Avenue, Yiewsley has been received by the Council which represents 15 of the 209 households (9%) of the road.

2. In an accompanying statement, the Lead Petitioner states:

"Since you have made Colham Avenue Parking Permit it has caused major problems along Whitethorn Avenue us that live here are unable to park due to other people parking their cars and leaving them for the whole day this is at times blocking our driveways and when we have visitors they are unable to get in and out of our spaces they also park on the bend where it is impossible to see past and is going to cause an accident it would be a struggle for emergency services to get down the road due to cars being parked everywhere."

3. Whitethorn Avenue is a mainly residential road that links Yew Avenue to Horton Road. It is a short walk from West Drayton Station and the town centre. As this road is on the periphery of an existing Parking Management Scheme and is also close to many local amenities, it forms an attractive area for non-residents to park. A plan of the area is attached as Appendix A.

4. As the lead petitioner mentioned in their covering statement, Colham Avenue, which is close to Whitethorn Avenue, was included in an extension to the West Drayton Parking Management Scheme in September 2014. It is therefore likely that some parking may have transferred to Whitethorn Avenue and other roads in the area. The Cabinet Member has previously heard a similar petition from residents of nearby Edgar Road. This requested a Parking Management Scheme, which is indicative that non-residential parking is an on-going local issue.

5. The petitioners have specifically asked for a Parking Management Scheme. Logically, this would suggest inclusion within the Yiewsley scheme. It is, therefore, recommended that the Cabinet Member discusses with petitioners their concerns and if considered appropriate, asks officers to add this to the extensive parking scheme programme.

Financial Implications

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

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To enable the Cabinet Member to discuss the concerns of the petitioners in detail.

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 special legal implications with regard to the proposal for the Cabinet Member to meet with petitioners to discuss their request for a Parking Management Scheme to be introduced in Whitethorn Avenue and to consider recommendation 2 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.

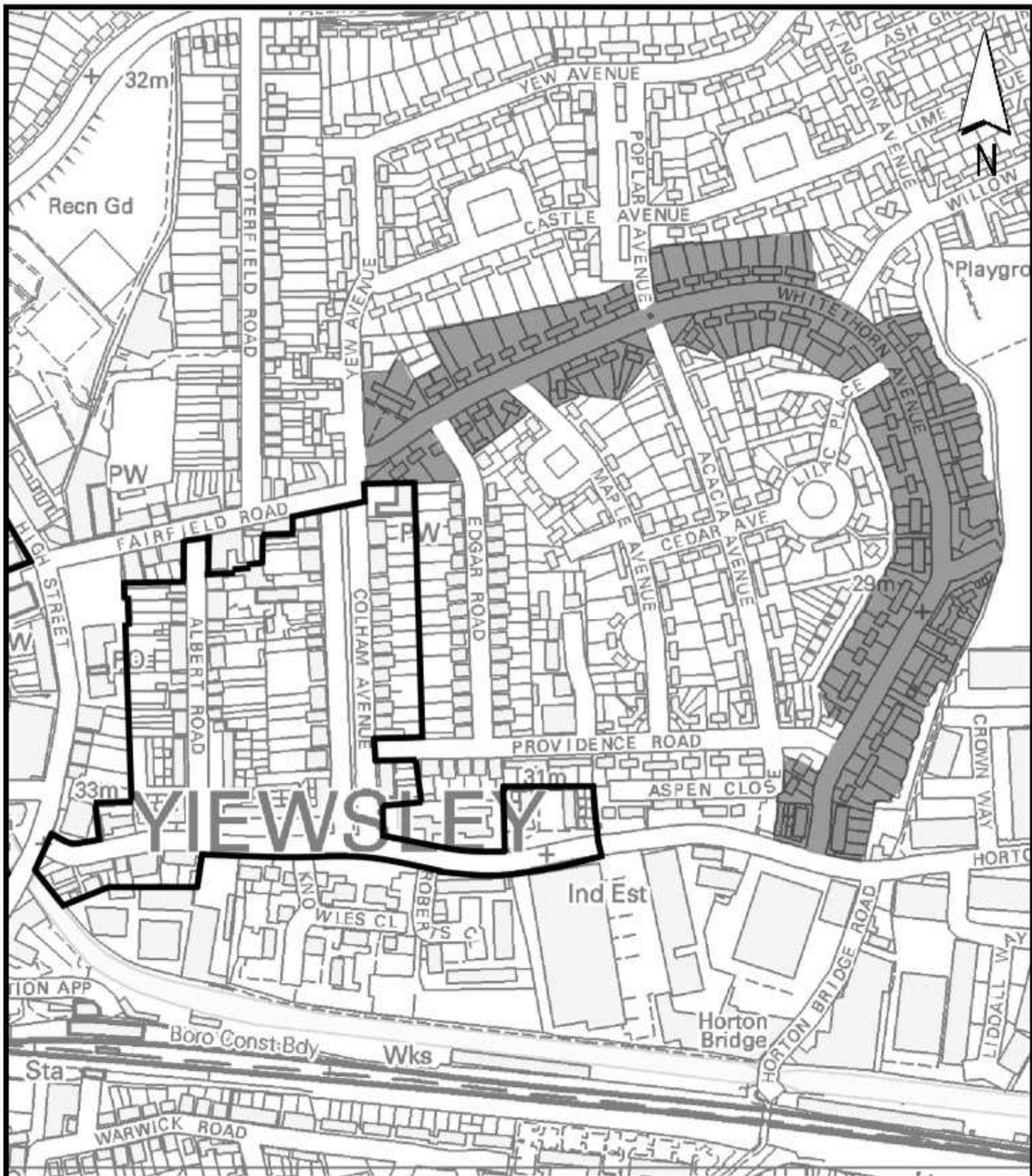
In considering any informal consultation responses, decision makers must ensure that there is a full consideration of all representations arising, including those which do not accord with the officer recommendation. The decision maker must be satisfied that responses from the public are conscientiously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

6. BACKGROUND PAPERS

Nil.

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Whitethorn Avenue, Yiewsley
Location plan

Appendix A

Date October 2015

Scale 1:5,500



Extent of part of the Yiewsley Parking Management Scheme Zone Y1



Extent of Whitethorn Avenue, Yiewsley

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Agenda Item 7

PETITION REQUESTING A PARKING MANAGEMENT SCHEME IN ASHWOOD AVENUE, HILLINGDON

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition requesting that a Parking Management Scheme be introduced in Ashwood Avenue, Hillingdon.
Contribution to our plans and strategies	The request can be considered in relation to the Council's strategy for on-street parking controls.
Financial Cost	There are no financial implications associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward(s) affected	Yiewsley

2. RECOMMENDATION

That the Cabinet Member meets with the petitioners to:

1. Listen to their request for a Parking Management Scheme to be introduced in Ashwood Avenue, Hillingdon.
2. Subject to the outcome of the above, decide if the request for a Parking Management Scheme in Ashwood Avenue and the surrounding area should be added to the Council's future parking scheme programme for further investigation and more detailed consultation, 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 the petitioners.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 57 signatures has been submitted to the Council requesting that a Parking Management Scheme be considered in Ashwood Avenue, Hillingdon. The lead petitioner has explained, within the petition heading, the difficulties that residents are experiencing with non-residential commuter parking, in particular vehicles being stored on the highway for eventual sale.
2. The location of Ashwood Avenue and the boundary of the nearby Hillingdon Hospital Parking Management Scheme are indicated on the attached plan (Appendix A). As this road is on the periphery of an existing scheme and is close to Hillingdon Hospital and Colham Manor Primary School, it forms an attractive area for non-residents to park.
3. This petition has been signed by residents of 34 different properties in Ashwood Avenue. This represents almost half of the total number of households in the road.
4. The residents of Ashwood Avenue have been consulted on several occasions in the last few years, with a view to considering its inclusion in a possible extension to the Hillingdon Hospital Parking Management Scheme, within operational reviews of the existing parking scheme. The most recent of these consultations was carried out in August 2013, where upon the majority of residents who 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 Ashwood Avenue and parking has remained unrestricted. However, the Hillingdon Hospital Parking Management Scheme was recently extended to include several other roads in the vicinity. Therefore, parking may have been displaced into Ashwood Avenue and other nearby unrestricted roads as a result.
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. A further informal consultation would then need to be undertaken with the residents of Ashwood Avenue, in order to establish the overall level of support for parking restrictions.
6. A similar petition has also been received from the residents of nearby Beechwood Avenue. This petition also requested inclusion in a possible parking scheme and is being considered separately. However, should the Cabinet Member decide that consultation should be carried out in both Ashwood Avenue and Beechwood Avenue, investigations for both roads could be combined along with any other nearby roads that the local Ward Councillors feel may benefit from parking controls.

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Financial Implications

There are no financial implications associated with the recommendations to this report, however, if the Council were to consider the introduction of parking restrictions in Ashwood Avenue or any other of the surrounding roads, 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 enable the Cabinet Member to discuss the concerns of the petitioners in detail.

Consultation Carried Out or Required

If the Council subsequently investigates the feasibility of introducing parking restrictions in Ashwood Avenue and the surrounding area, 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 confirms that there are no direct financial implications arising from the recommendations above.

Legal

There are no special legal implications with regard to the proposal for the Cabinet Member to meet and discuss with petitioners their request for a Parking Management Scheme to be introduced in Ashwood Avenue and to consider recommendation 2 above.

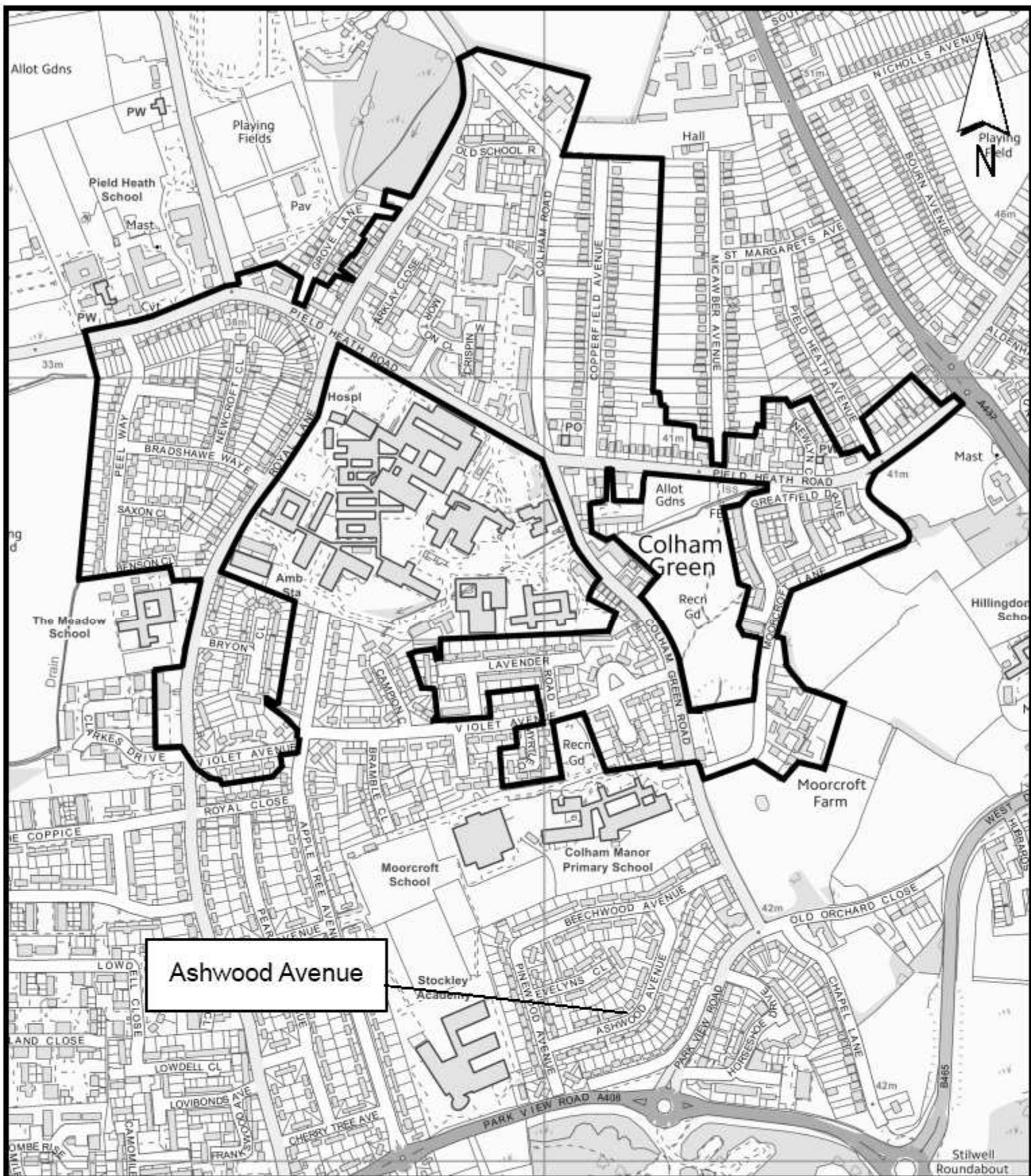
A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage. Fairness and natural justice requires that there must be no predetermination of a decision in advance of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

In considering any informal consultation responses, decision makers must ensure that there is a full consideration of all representations arising, including those that 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 then Legal Services should be consulted.

6. BACKGROUND PAPERS

- Cabinet Member report - Hillingdon Hospital Parking Management Scheme – Results of informal consultation on a possible extension to the scheme - 16 January 2014.
- Cabinet Member decision notice – 28 January 2014.



Ashwood Avenue, Hillingdon - Area plan

Appendix A

Date August 2015

Scale 1:7,000



HILLINGDON
LONDON



Extent of the Hillingdon Hospital Parking Management Scheme Zone HH

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Agenda Item 8

PETITION REQUESTING A PARKING MANAGEMENT SCHEME IN BEECHWOOD AVENUE, HILLINGDON

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition requesting that a Parking Management Scheme be introduced in Beechwood Avenue, Hillingdon.
Contribution to our plans and strategies	The request can be considered in relation to the Council's strategy for on-street parking controls.
Financial Cost	There are no financial implications associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward(s) affected	Yiewsley

2. RECOMMENDATION

That the Cabinet Member meets with the petitioners to:

1. Listen to their request for a Parking Management Scheme to be introduced in Beechwood Avenue, Hillingdon.
2. Subject to the outcome of the above, decide if the request for a Parking Management Scheme in Beechwood Avenue and the surrounding area should be added to the Council's future parking scheme programme for further investigation and a more detailed consultation, when resources permit this.

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 27 signatures has been submitted to the Council requesting that a Parking Management Scheme be considered for the section of Beechwood Avenue, Hillingdon between its junctions with Ashwood Avenue and Colham Green Road. The lead petitioner has explained, within the petition heading, the difficulties that residents are experiencing with non-residential parking, in particular that associated with Hillingdon Hospital. The lead petitioner also raised concern about the recent extensions to the nearby Hillingdon Hospital Parking Management Scheme in Moorcroft Lane, which they claim has displaced parking into their road as a result.
2. The location of Beechwood Avenue and the boundary of the nearby Hillingdon Hospital Parking Management Scheme are indicated on the attached plan (Appendix A). As this road is on the periphery of an existing Parking Management Scheme and is close to Hillingdon Hospital and Colham Manor Primary School, it forms an attractive area for non-residents to park.
3. This petition has been signed by residents of 11 different properties in Beechwood Avenue, which represents approximately 22% of the total number of households in the road. However, the petition has been signed by the majority of residents who live in the even numbers at the beginning of the road, between the junctions of Colham Green Road and Ashwood Avenue.
4. The residents of Beechwood Avenue have been consulted on several occasions in the last few years, with a view to considering its inclusion in a possible extension of the Hillingdon Hospital Parking Management Scheme, within operational reviews of the existing parking scheme. The most recent of these consultations was carried out in August 2013, where upon the majority of residents who 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 Beechwood Avenue and parking has remained unrestricted. However, the Hillingdon Hospital Parking Management Scheme was recently extended to include several other roads in the vicinity. Therefore, parking may indeed have transferred into Beechwood Avenue and other nearby unrestricted roads as a result.
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. A further informal consultation would then need to be undertaken with the residents of Beechwood Avenue, in order to establish the overall level of support for parking restrictions.

6. A similar petition has also been received from the residents of nearby Ashwood Avenue. This petition also requested inclusion in a possible parking scheme and is being considered separately. However, should the Cabinet Member decide that consultation should be carried out in both Ashwood Avenue and Beechwood Avenue, investigations for both roads could be combined along with any other nearby roads that the local Ward Councillors feel may benefit from parking controls.

Financial Implications

There are no financial implications associated with the recommendations to this report, however if the Council were to consider the introduction of parking restrictions in Beechwood Avenue or any other of the surrounding roads, 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 enable the Cabinet Member to discuss the concerns of the petitioners in detail.

Consultation Carried Out or Required

If the Council subsequently investigates the feasibility of introducing parking restrictions in Beechwood Avenue and the surrounding area, 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 confirms that there are no direct financial implications arising from the recommendations above.

Legal

There are no special legal implications with regard to the proposal for the Cabinet Member to meet with petitioners to discuss their request for a Parking Management Scheme to be introduced in Beechwood Avenue, Hillingdon. This amounts to an informal consultation.

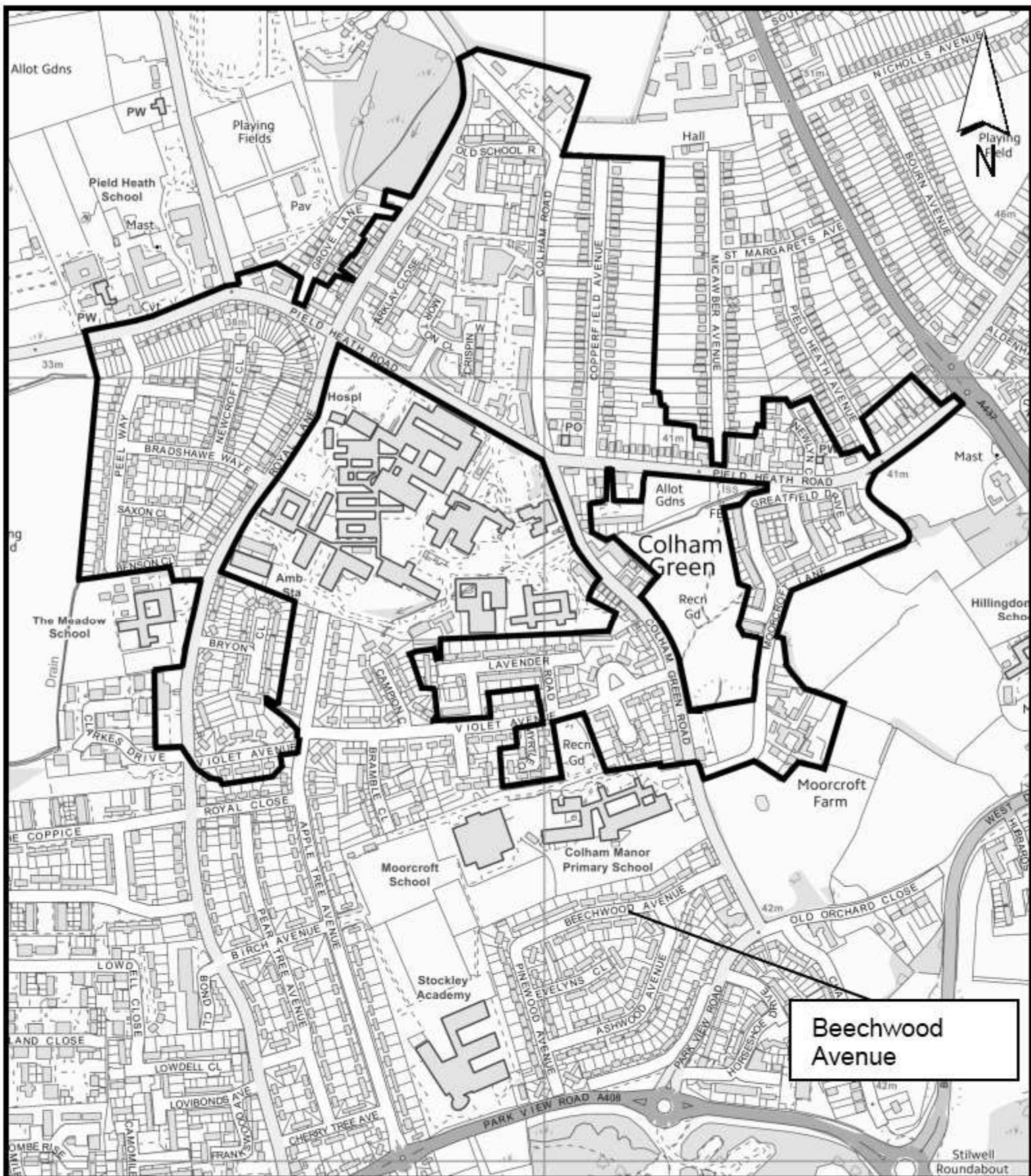
A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage. Fairness and natural justice requires that there must be no predetermination of a decision in advance of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

In considering any informal consultation responses, decision makers must ensure that 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.

6. BACKGROUND PAPERS

- Cabinet Member report - Hillingdon Hospital Parking Management Scheme – Results of informal consultation on a possible extension to the scheme - 16 January 2014.
- Cabinet Member decision notice – 28 January 2014.



Beechwood Avenue, Hillingdon - Area plan

Appendix A

Date August 2015

Scale 1:7,000



Extent of the Hillingdon Hospital Parking Management Scheme Zone HH

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