



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

Date: WEDNESDAY, 11
NOVEMBER 2015

Time: 7.00 PM

Venue: COMMITTEE ROOM 4 / 4A
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
(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.

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, 3 November 2015

Contact: Charles Francis
Tel: 01895 556454
Email: cfrancis@hillington.gov.uk

This Agenda is available online at:

<http://modgov.hillingdon.gov.uk/ieListMeetings.aspx?CIId=252&Year=0>

Putting our residents first

Lloyd White
Head of Democratic Services
London Borough of Hillingdon,
3E/05, Civic Centre, High Street, Uxbridge, UB8 1UW
www.hillingdon.gov.uk

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	7pm	Northwood Hills Area - Petitions both requesting and opposing a Parking Management Scheme	Northwood Hills	1 - 8
5	7:30pm	North View, Eastcote - Petition regarding parking issues and vehicle speeds	Eastcote & East Ruislip	9 - 14
6	7:30pm	Petition requesting additional Permit Holder Parking Places in The Runway, South Ruislip	South Ruislip	15 - 20
7	8pm	Petition requesting 'Stop & Shop' parking scheme Near Nos. 1174-1184 Uxbridge Road, Hayes End	Charville	21 - 26
8	8pm	Petition requesting a parking management scheme in Eton Road, Hayes and the surrounding area	Heathrow Villages	27 - 32

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NORTHWOOD HILLS AREA - PETITIONS BOTH REQUESTING AND OPPOSING A PARKING MANAGEMENT SCHEME

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received two separate petitions from residents who live in the Northwood Hills area. One asking for a Parking Management Scheme and one opposing the introduction of controlled parking measures. These petitions are brought to the Cabinet Member's attention in one report so that the opposing views expressed by petitioners' can be considered before a decision is made on how to proceed.
Contribution to our plans and strategies	The request can be considered as part of the Council's strategy for on-street parking.
Financial Cost	There are none associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward(s) affected	Northwood Hills

2. RECOMMENDATION

Meeting with the Petitioners, the Cabinet Member:

- 1. Discusses with petitioners their concerns with parking in the roads close to Northwood Hills Station.**
- 2. Notes the contrasting petitions and the points made by the respective petitioners.**
- 3. Subject to the outcome of the above decides if officers should informally consult on options to manage the parking in the Northwood Hills area or take no further action at the present time.**

Reasons for recommendation

The petition hearing will provide a valuable opportunity to hear directly from the petitioners' and will be taken into account when deciding if a consultation on options to manage the parking should be undertaken.

Alternative options considered / risk management

None at this stage.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. Two petitions have been received from residents of Northwood Hills regarding options to introduce managed parking within an area close to the station. One petition is in support of a Parking Management Scheme, whilst the other is opposing a scheme.
2. The first petition with 2512 signatures has been submitted to the Council under the following heading *"We the undersigned Northwood Hills residents request the London Borough of Hillingdon (The Council) to put residents first and urgently implement a residents only parking management scheme (with the same tariff and conditions applicable in other areas) within a 500 metre radius of the Underground Station (expandable) to prevent commuters and non-residents using our residential roads as a free car park"*
3. The second petition with 28 signatures, appears to have been organised as a direct consequence of the first petition and has been submitted to the Council under the following heading *"We the undersigned, all residents of Northwood Hills, object to the petition proposing that a 500 metre (expandable) controlled parking zone be implemented in Northwood Hills as the implications, if accepted, will have a devastating impact on residents with the potential reduction of over 140 parking spaces"*.
4. The Cabinet Member will be aware that previous consultations in the Northwood Hills area have received mixed responses but generally were not widely supported by the local community. The most recent area-wide consultation took place in 2009 when an information leaflet explaining to residents how parking schemes work was delivered to every household in the area, as shown on the plan attached as Appendix A to this report, together with a questionnaire asking for their views. The responses to this consultation were analysed on a house by house, street by street basis and while there were some pockets of support for a Parking Management Scheme, overall the majority of the residents who responded to this consultation indicated that they were happy with the current parking arrangements. After sharing the results with local Ward Councillors and in accordance with Council practice, it was decided to not to progress the introduction of a residents' parking scheme at that time.
5. During the same period a consultation with business occupiers in Joel Street was undertaken on the possible introduction of a "Stop and Shop" parking scheme which has proven

popular in other town centres across Hillingdon. The majority of the responses from local businesses indicated support for such a scheme and this was subsequently implemented in 2010.

6. The Cabinet Member will also recall hearing recent petitions from residents of Windsor Close, Oakdale Avenue and Briarwood Drive asking for a Parking Management Scheme which are all within close proximity to Northwood Hills Station and Town Centre.

7. The intention of a Residents' Permit Parking Scheme is to restore the balance of parking in favour of those living in that road. However, experience has shown that the introduction of a parking scheme in one road is that often the problem merely transfers into other nearby residential roads. Consequently, these schemes are usually only considered over a suitably sized area to make them both viable from an enforcement point of view and to avoid the problem of parking being transferred in large numbers to other residential roads.

8. Clearly from the recent petitions received, parking in the Northwood Hills area continues to be a highly contentious and on-going concern. It is therefore recommended that the Cabinet Member meets and listens to petitioners both for and against a Parking Management Scheme in the area and with the input of the local Ward Councillors decides if officers should undertake an informal consultation on options to manage the parking in an agreed area, or take no further action to progress a scheme at the present time but to keep the matter under review.

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 special legal implications for the proposal to discuss with petitioners their request for a parking management scheme and the petitioners request to oppose the parking

management scheme in Northwood Hills, 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

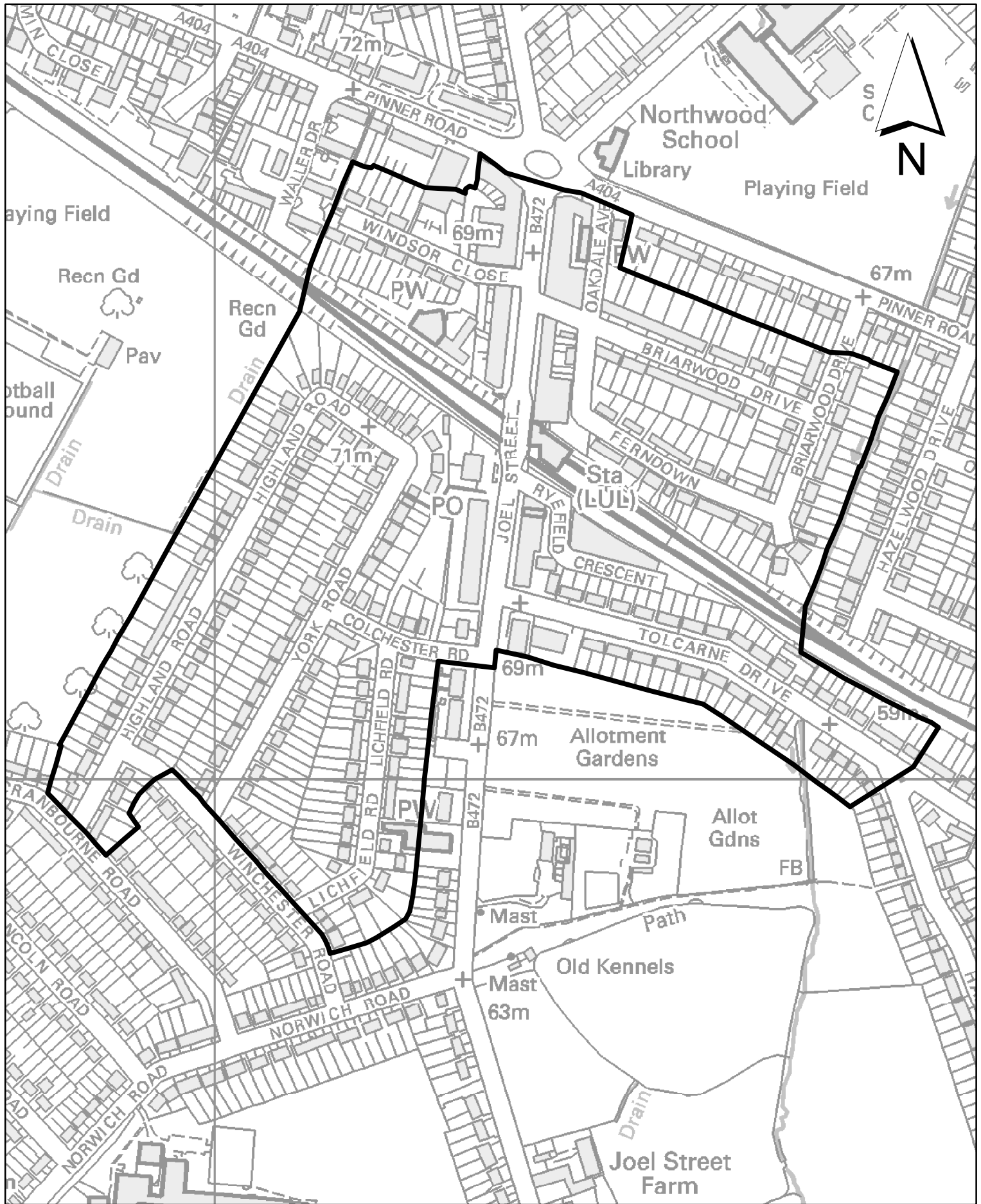
None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petitions received.




**Northwood Hills Parking Management Scheme
(Consultation Area)**

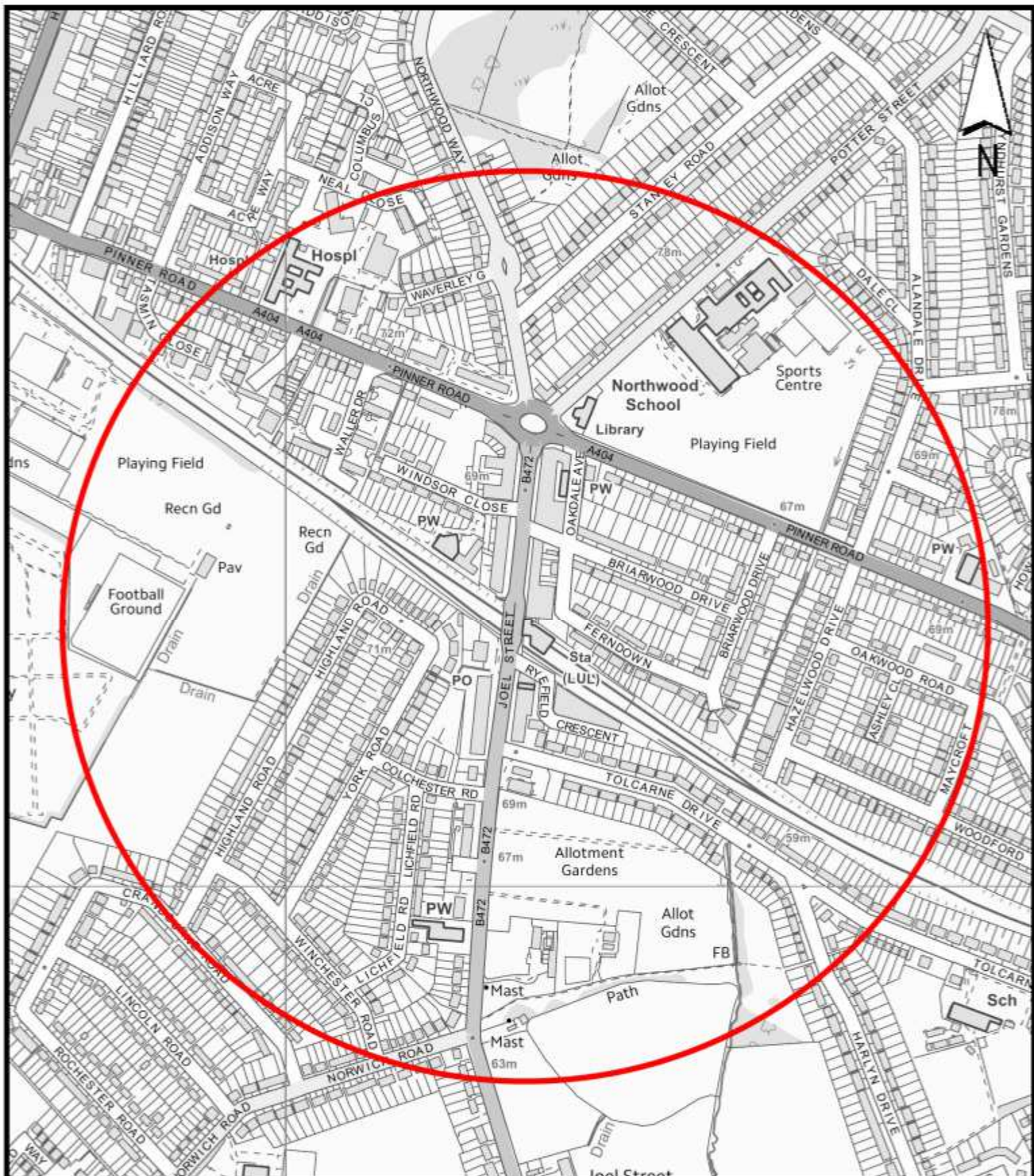
Appendix A

Scale 1:4,000

Date April 2009

 Boundary of Consultation Area

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Northwood Hills area - Petition requesting a Parking Management Scheme

Appendix B

Date November 2015

Scale 1:6,000



Area approximately 500 metres from Northwood Hills Station

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NORTH VIEW, EASTCOTE - PETITION REGARDING PARKING ISSUES AND VEHICLE SPEEDS

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation and Recycling
Officer Contact(s)	Catherine Freeman Residents Services
Papers with report	Appendix A - Location plan

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition regarding parking issues and vehicle speeds on North View, Eastcote.
Contribution to our plans and strategies	The request can be considered as part of the Council's Road Safety Programme and Parking Management Programme
Financial Cost	There are no direct costs associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents' & Environmental Services
Ward(s) affected	Eastcote and East Ruislip Ward

2. RECOMMENDATION

Meeting with the Petitioners, the Cabinet Member:

- 1. Consider the petitioners' concerns regarding parking issues and vehicle speeds on North View .**
- 2. 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.**
- 3. Subject to the above, considers adding North View to future phases of the Council's Vehicle Activated Signs programme.**
- 4. Subject to the above asks officers to add the petitioners' request to the Council's Road Safety Programme and Parking Management 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 32 valid signatures has been submitted to the Council from residents of roads in the Eastcote area concerned with parking issues and vehicle speeds on North View, Eastcote.
2. North View is located in the Eastcote and East Ruislip Ward. The western end of North View is controlled by traffic signals at the cross-road junction with Field End Road and Elm Avenue. Eastcote London Underground Station is located on Field End Road, approximately 90 metres south of its junction with North View. The eastern end of North View forms the boundary with the London Borough of Harrow where the road becomes Eastern Avenue. A location plan is attached as Appendix A to this report.
3. In a covering letter to the petition, the lead petitioner states that the parking issues take place on the unrestricted section of Field End Road between Ivy Close and the Borough boundary. The lead petitioner has put forward a helpful suggestion for a limited parking restriction scheme to remove all day parking on this section of North View. The lead petitioner has also raised concerns regarding vehicle speeds on North View between Field End Road and the Borough boundary. The petitioners have suggested the following:
"..installing some form of speeding camera to reduce the speeding vehicles and also as children cross North View twice a day to walk up Boundary Road to attend Cannon Lane School and adults cross the road, with the speeding cars travelling well in excess of 30mph it is an accident waiting to happen, before someone is knocked down by a speeding vehicle and possible leading to a death"
4. The Cabinet Member will be aware that the Council is not responsible for the introduction, management or maintenance of safety cameras and they are overseen by Transport for London, working in partnership with the Metropolitan Police, London Councils and Her Majesty's Courts. The criteria for a safety camera requires there to be a history of serious or fatal accidents. Guidance specifies that safety cameras should be installed at locations where there has been a history of collisions which have resulted in death or serious injury. For a safety camera installation to be recommended there must have been four or more killed or seriously injured casualties in a three year period, of which two must have been as a result of speeding.
5. Analysis of the latest available Police recorded personal injury accident data for the three year period ending April 2015 has shown that there have been two accidents involving slight

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injuries on North View. One of these accidents took place approximately 40m north of the junction with Field End Road and involved a pedestrian running into the road after a young child and was hit by a south-eastbound vehicle. The second accident took place between the junctions with Boldmere Road and Ivy Close and involved an eastbound vehicle which lost control and hit a north-westbound vehicle.

6. 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 recommended that the Cabinet Member considers adding North View to a future phase of the programme.

7. To assist with investigations concerning the speed of vehicles using North View, it is recommended that the Cabinet Member considers asking officers to commission independent 24 hour / 7 day vehicle speed and classification surveys at locations agreed by the petitioners and relevant Ward Councillors. This could be coupled with further investigations under the Road Safety Programme and Parking Management Programme to establish the case for and viability of speed reducing measures and additional parking restrictions.

8. It is therefore recommended that the Cabinet Member meets the petitioners and listens to their concerns and decides if this report 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 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 concerns regarding parking issues and vehicle speed on North View, Eastcote, 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.

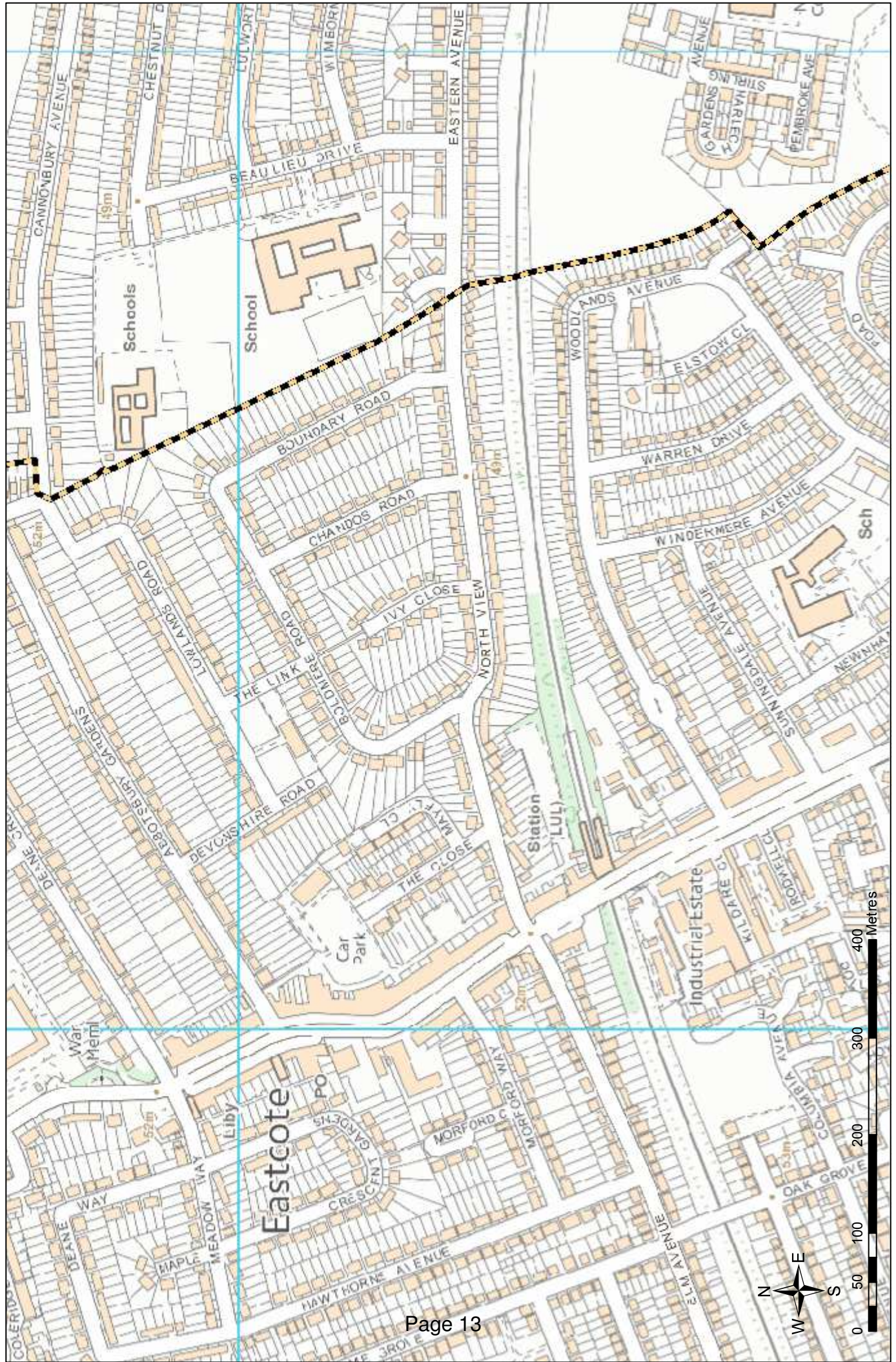
Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received.

APPENDIX A - North View, Eastcote



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PETITION REQUESTING ADDITIONAL PERMIT HOLDER PARKING PLACES IN THE RUNWAY, SOUTH RUISLIP

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition requesting additional permit holder parking places to be introduced in The Runway, South Ruislip replacing the existing waiting restrictions.
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	South Ruislip

2. RECOMMENDATION

Meeting with the petitioners, the Cabinet Member:

- 1. Listens to their request for additional "Zone SR" permit holder parking places to be introduced in The Runway, South Ruislip.**
- 2. Decides if the request for additional permit holder parking in The Runway should be added to the Council's future parking scheme programme for further investigation and more detailed consultation with 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 21 signatures has been submitted to the Council with the following covering statement:

'This is a petition I was asked to put together in order to obtain residents parking in The Runway, South Ruislip. There are 16 flats and new ones being build with only 2 parking spaces allocated for residents.

We would like the yellow line to be changed to residents parking only.'

2. Attached as Appendix A to this report is a detailed plan showing the existing parking scheme layout in The Runway.

3. Currently there is just one residents' parking place at the beginning of The Runway which can accommodate two vehicles. As The Runway comprises mainly business units, there is currently a single yellow line operational throughout the rest of the road which operates 'Monday to Friday, 11am to Middy' to prevent the all day commuter parking due to the close proximity of South Ruislip Station.

4. Petitioners are effectively asking for additional "Zone SR" permit holder parking places to be installed in The Runway, replacing the existing 'Monday to Friday, 11am to Middy' waiting restrictions. Although residents are able to park within other "Zone SR" permit holder parking places in the roads to the south of Station Approach, this petition is specifically requesting additional parking places in The Runway.

5. It is uncertain if some of the businesses in The Runway will support residents' parking throughout the rest of The Runway as currently the short term waiting restriction provides some flexibility for deliveries, customer and employee parking. It is also likely that some of the employees in the nearby shops on Station Approach may also use The Runway as a convenient place to park outside of the restricted times.

6. 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 extensive parking scheme programme for further investigation, possible detailed design and subsequent consultation with residents and local businesses on additional "Zone SR" permit holder parking places in The Runway.

Financial Implications

There are none associated with the recommendations to this report, however if the Council were to consider changing the current parking arrangements in The Runway or in 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 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 proposes any amendments to the parking arrangements, consultation will be carried out with residents and businesses 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 the Cabinet Member meeting and discussing with petitioners their request for additional permit holder parking places to be introduced in The Runway, South Ruislip replacing the existing waiting restrictions and to consider recommendations 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 there is a full consideration of all representations arising including those which do not accord with the officer recommendation. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

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

Corporate Property and Construction

None at this stage.

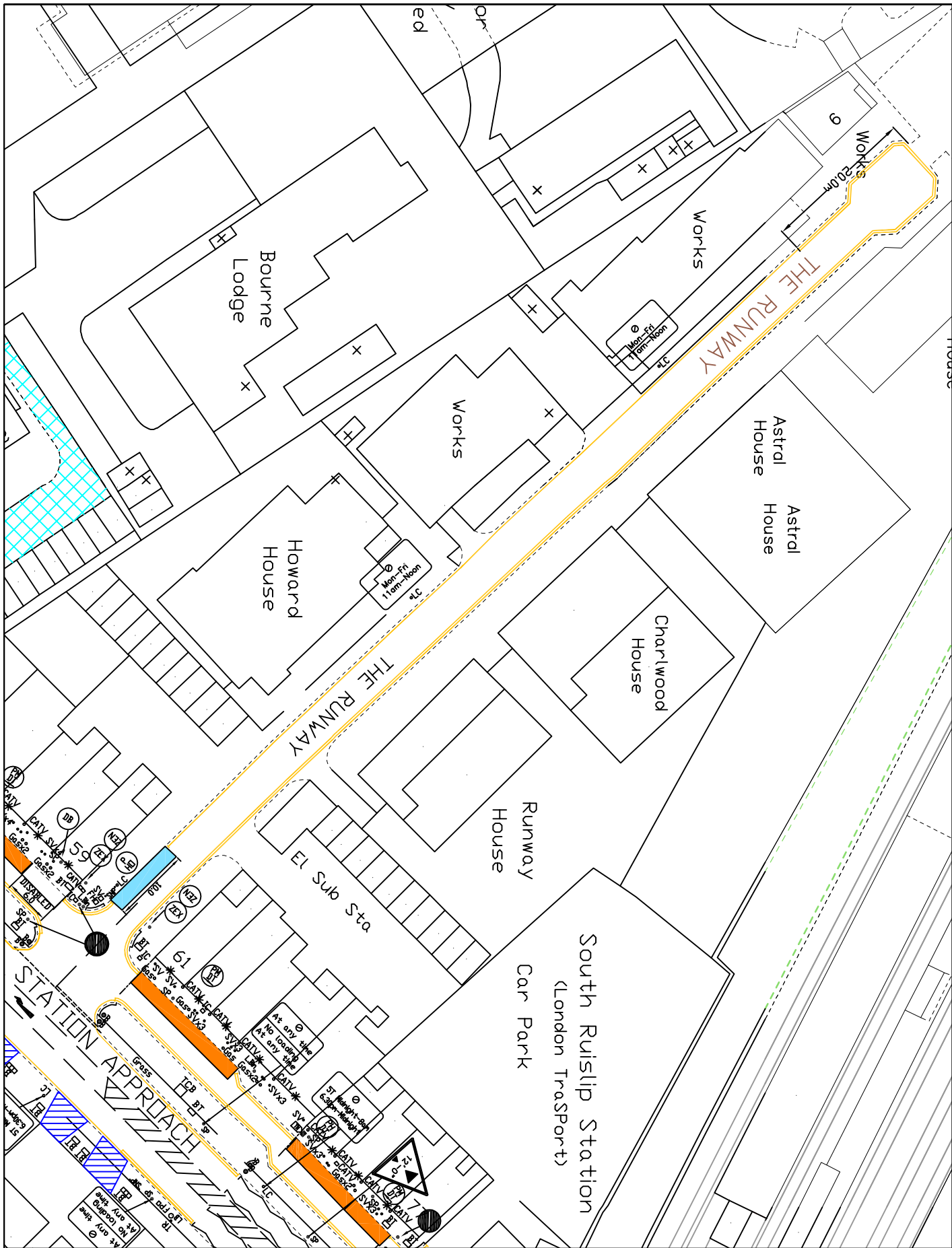
Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

None.

Appendix A



- KEY**
- EXISTING YELLOW LINE
 - PERMIT HOLDER ONLY BAY
 - PAY AND DISPLAY BAY
 - CROSSOVER
 - SP SIGNPOST
 - OLC LAMP COLUMN
 - PH PERMIT HOLDER SIGN
 - ZEN ZONE ENTRY SIGN
 - ZEX ZONE EXIT SIGN

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HILLINGDON
LONDON

TRANSPORT & PROJECTS
RESIDENTS SERVICES DIRECTORATE
ONE CENTRE 44/05, MAIN STREET, URBANAGE, UB8 3JW
Tel No. 01895 271000/01895 280710

The Runway, South Ruislip

Current Layout

Scale: **NTS** From: **KU 28/08/15**

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PETITION REQUESTING 'STOP & SHOP' PARKING SCHEME NEAR NOS. 1174-1184 UXBRIDGE ROAD, HAYES END

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition requesting a 'Stop & Shop' parking scheme close to the businesses located at Nos. 1174-1184 Uxbridge Road, Hayes.
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	Charville

2. RECOMMENDATION

Meeting with the Petitioners, the Cabinet Member:

1. Discusses the request for a "Stop and Shop" parking scheme outside Nos. 1174-1184 Uxbridge Road, Hayes.
2. Subject to the above asks officers to add this request for a "Stop & Shop" parking scheme to the Council's forward parking programme for possible informal consultation with businesses and residents.

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 26 valid signatures has been submitted to the Council requesting improvements be made to the parking facilities outside Nos. 1174-1184 Uxbridge Road, Hayes End. In a covering letter with the petition, the lead petitioner explains the difficulties that the businesses are experiencing with parking as there is nowhere safe or practical for their customers to park nearby.
2. The location of this shopping parade is indicated on Appendix A and is situated on Uxbridge Road just to the east of the junction of Hayes End Road. The carriageway outside this small shopping parade is currently restricted with 'Monday to Saturday 8am to 6.30pm' waiting restrictions and on the pavement directly outside the shops there is access to a pedestrian subway and contra-flow cycle path. There are a total of 6 business units along this section of road, however, when officers visited the location some of these appeared to currently be unoccupied.
3. This petition has been signed predominantly by residents of the Borough who are assumed to be customers of the businesses along Nos. 1174-1184 Uxbridge Road. It appears petitioners are asking for the Council to consider introducing a "Stop & Shop" Parking Scheme on two sections of the footway close to the business to provide some limited short term parking for customers.
4. However, following detailed investigation by officers, the Council is unable to consider installing parking on the footway at this location due to the services which lay under the footway, the structure of the subway underneath the road and the possible hazard to pedestrians of vehicles driving on the footway from the Uxbridge Road. Footway parking would also require the removal of a regularly used cycle path on the footway and also some cycle parking facilities. The suggestion to create parking entirely on the footway is therefore not a feasible option to consider along this section of road.
5. As the Cabinet Member will be aware, this type of parking scheme has been successfully introduced in many town centres and some shopping parades within the Borough. Numerous requests continue to be received for these schemes, which reflect the benefits that some shopkeepers and customers derive from this type of controlled parking, so it is appreciated that businesses are keen to see a similar scheme at this parade.
6. For the reasons given, it is not possible to implement a scheme immediately outside the shops. However, the Cabinet Member may be minded to ask officers to investigate options in nearby roads.

7. The Council's policy for the introduction of controlled parking schemes is that they must be supported by the majority of those who respond to the consultation. Should the Cabinet Member wish to give consideration to the introduction of a 'Stop & Shop' scheme, it is recommended that the Council undertakes its informal consultation with the residents and businesses close to where the parking scheme is proposed to determine if there is sufficient support from all of those most directly affected. Subject to the Cabinet Member's decision the results of such a consultation can be reported back to the Cabinet Member for consideration.

8. In summary, it is recommended that Cabinet Member meets with petitioners to discuss their concerns in greater detail and subject to the outcome decides if officers should add this request to the forward parking programme to subsequently undertake an informal consultation for a possible "Stop & Shop" parking scheme in the near future.

Financial Implications

There are none associated with the recommendations to this report, however, if the Council were to consider the introduction of a "Stop and Shop" parking scheme near to Nos. 1174-1184 Uxbridge Road, 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 the available options to address these concerns.

Consultation Carried Out or Required

It is recommended as part of this report that informal consultation be carried out with the residents and businesses to see if there is overall support for "Stop & Shop" parking scheme.

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 "Stop and Shop" parking scheme outside Nos. 1174-1184 Uxbridge Road, Hayes 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.

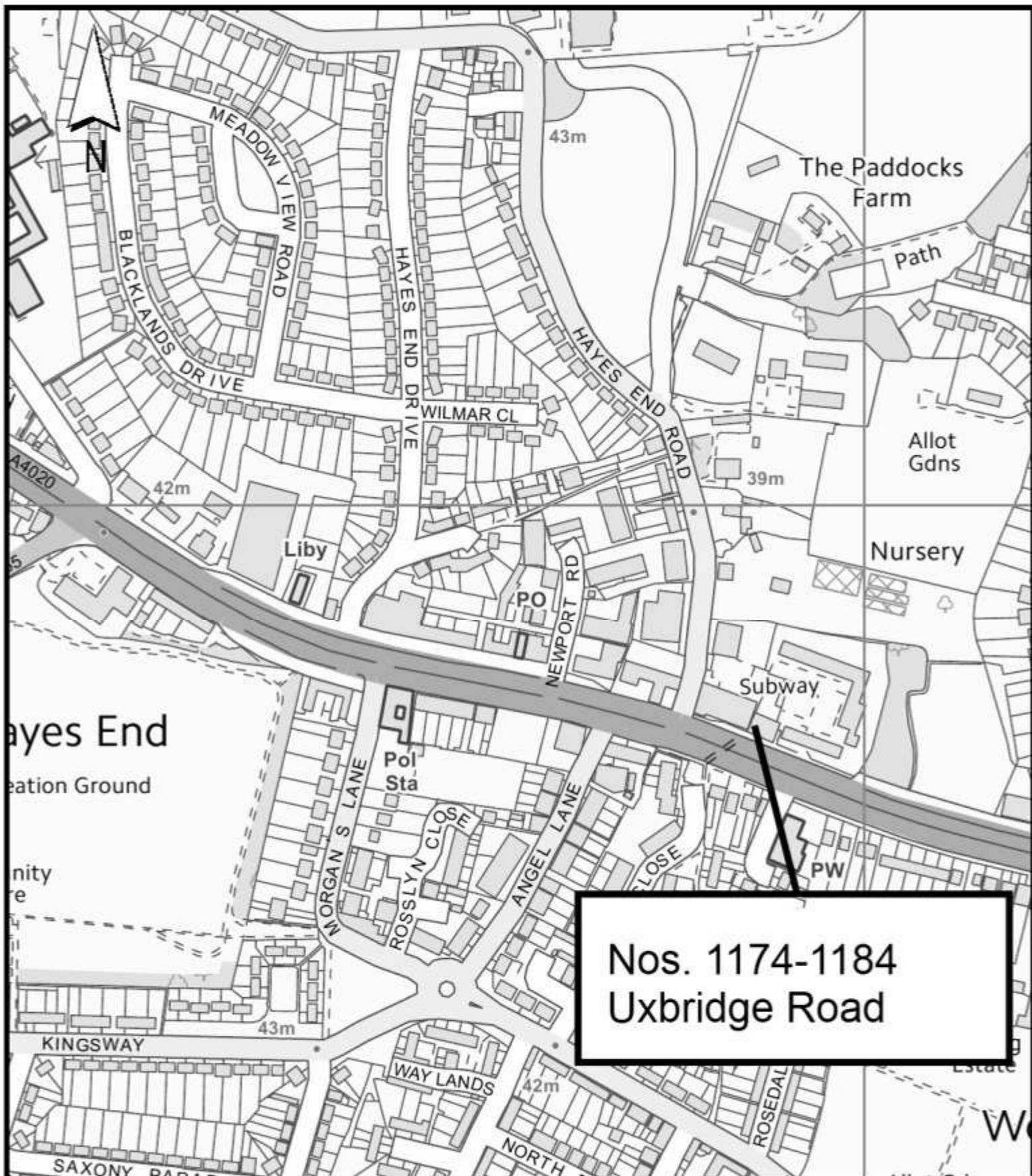
Should there be a decision that further measures are to be considered then the relevant statutory provisions will have to be identified and considered.

Corporate Property and Construction

None at this stage.

6. BACKGROUND PAPERS

Petition received - 12th May 2015



Nos. 1174-1184
Uxbridge Road

Nos. 1174-1184 Uxbridge Road
Location plan

Appendix A

Date September 2015
Scale 1:4,000

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PETITION REQUESTING A PARKING MANAGEMENT SCHEME IN ETON ROAD, HAYES AND THE SURROUNDING AREA

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition requesting a Parking Management Scheme to be introduced in Eton Road, Hayes and other roads in the nearby vicinity.
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	Heathrow Villages

2. RECOMMENDATION

Meeting with the petitioners, the Cabinet Member:

- 1. Listens to their request for a Parking Management Scheme to be introduced in Eton Road, Hayes and the surrounding area.**
- 2. Decides if the request for a Parking Management Scheme in Eton Road and the surrounding area should be added to the Council's future parking scheme programme for further investigation and more detailed consultation with 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 21 signatures has been submitted to the Council requesting a Parking Management Scheme to be considered in Eton Road, Hayes and other roads in the surrounding area. In the petition heading, the lead petitioner explains the difficulties that residents are experiencing with non-residential parking and in particular parking associated with Heathrow Airport.
2. Petitioners have also made an allegation that an airport parking business is using Eton Road to park its customers vehicles. Although parking restrictions would ultimately prevent this from happening, these concerns have been passed over to the Planning Enforcement Team and Anti Social Behaviour Investigations Team to investigate separately.
3. A plan showing Eton Road and the surrounding area is attached as Appendix A. Eton Road effectively forms the spine road to a residential estate with in excess of 500 properties situated at the eastern end of the Bath Road near the Borough boundary with Hounslow and the village of Cranford.
4. This petition has been signed by 19 households not just in Eton Road but also from other roads in the immediate surrounding area where parking is currently unrestricted. Most of the other roads in Hillingdon that are in the vicinity of Heathrow Airport already benefit from inclusion in the Heathrow Parking Management Scheme, therefore this group of roads forms an attractive area for non-residents to park close to the airport.
5. The Council's powers to control on-street parking are either to prohibit it with the introduction of yellow lines or to include it within a Residents' Permit Parking Scheme. It is clear from the petition that residents are requesting a Parking Management Scheme and logically this would suggest inclusion within the Heathrow Parking Management Scheme. The Cabinet Member will, however, be aware that when these schemes are introduced, non-residential parking transfers, as appears to be the case in this instance. As the petition has been signed by residents of various roads in the vicinity of Eton Road, the Cabinet Member may feel it is prudent to ask officers to consult with Local Ward Councillors to determine which roads in this area should be included in a possible future consultation.
6. 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 extensive parking scheme programme for further investigation and consultation with residents.

Financial Implications

There are none associated with the recommendations to this report, however if the Council were to consider the introduction of parking restrictions in Eton Road or in 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 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 Eton Road 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 for the proposal to discuss with petitioners their request for a parking management scheme to be introduced in Eton Road, Hayes 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

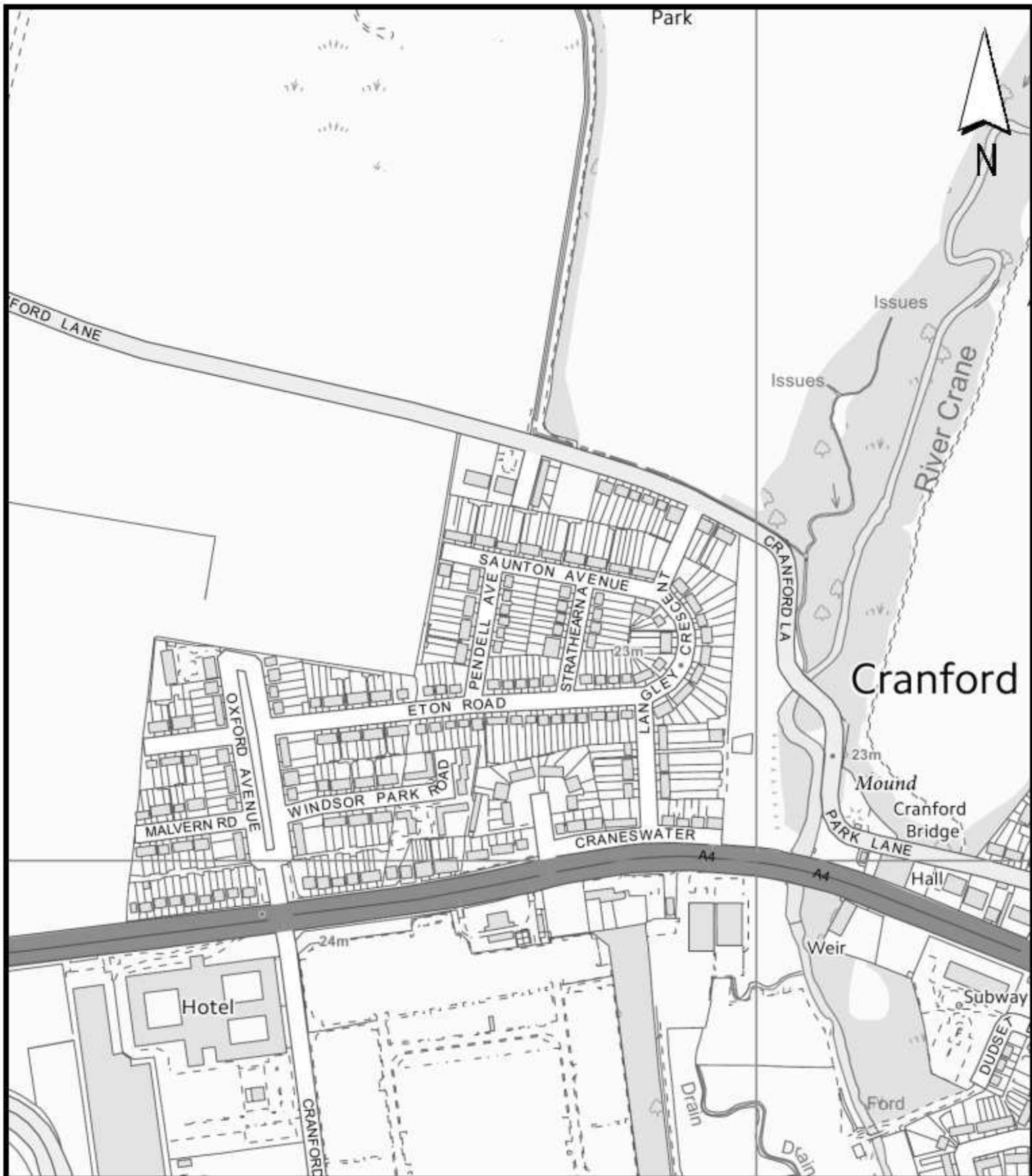
None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Minutes from the petition hearing with the Cabinet Member for Planning, Transportation and Recycling - 20 September 2012



Eton Road, Hayes
Location plan

Appendix A

Date September 2015

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