



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

Date: WEDNESDAY, 17
FEBRUARY 2016

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
(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, 9 February 2016

Contact: Charles Francis
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This Agenda is available online at:

<http://modgov.hillingdon.gov.uk/ieListMeetings.aspx?CId=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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In the event of a SECURITY INCIDENT, follow instructions issued via the tannoy, a Fire Marshal or a Security Officer. Those unable to evacuate using the stairs, should make their way to the signed refuge locations.



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	Petition requesting allocated parking in Withy Lane, Ruislip	West Ruislip	1 - 6
5	7pm	Petition requesting residents' parking in Victoria Road, Ruislip between the junctions of West Mead and Braintree Road	South Ruislip	7 - 12
6	7.30pm	Vine Lane, Uxbridge - Petition requesting a pedestrian crossing near St Andrew's Road	Uxbridge North	13 - 18
7	8pm	High Street, Yiewsley - Petition requesting double yellow lines, a box junction and street lighting	Yiewsley	19 - 26
8	8pm	Petition requesting a residents parking scheme in Black Rod Close, Hayes	Botwell	27 - 32

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PETITION REQUESTING ALLOCATED PARKING IN WITHY LANE, RUISLIP

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	Steven Austin 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 allocated parking be introduced in Withy Lane, Ruislip.
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	West Ruislip

2. RECOMMENDATION

Meeting with the Petitioners, the Cabinet Member:

1. Listens to their request for parking controls to be introduced in Withy Lane, Ruislip
2. Subject to the outcome of the above, decides if the request for a parking scheme 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 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 seven signatures has been submitted to the Council from residents of Withy Lane which represents six out of the 21 households in the road. In an accompanying letter with the petition the lead petitioner outlines the problem and suggests some solutions:

"You will be aware that for numerous years the residents of Withy Lane have suffered continual difficulty with parking and this matter has been raised on numerous occasions with the London Borough of Hillingdon but to no avail.

Historically parking during weekdays has always been challenging with numerous employees of several local firms parking all day in this cul-de-sac. This has been further impacted by clients of Jafvans using the road to leave their vehicles or indeed to return lorries and vans. We also suffer with the car sales companies on Breakspear Road parking vehicles too.

The arrival of summer sees the weekends also become untenable with a constant stream of visitors to the nearby Lido parking in Withy lane and the entire situation is intolerable and cannot be allowed to continue.

We the residents of houses 3,4,5,16,17, 18 and 19 all support the concept of having one allocated parking bay per property outside our homes. We have signed this petition to evidence our desire to participate in a trial of this arrangement and we hope you will be able to support us in this objective.

2. Withy Lane is a residential cul-de-sac close to many local businesses, Breakspear Crematorium and as mentioned in the petition, the popular Ruislip Lido attraction which draws thousands of visitors during the Summer months. A plan of the area is attached as Appendix A to this report.

3. The lead petitioner mentions in their covering letter that the problem of parking in Withy Lane has been brought to the Council on "numerous occasions but to no avail". The Cabinet Member will recall a formal consultation on a detailed design for Parking Management Scheme was undertaken in 2007. During this consultation a petition signed by 16 households of Withy

Lane, which at the time represented 84% of the properties in the road, was submitted opposing the scheme.

4. The petition is asking that each of the properties mentioned is allocated a parking bay outside of their property. 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 parking scheme, it does not however, have the powers to allocate parking bays on the highway to any individual, company or property.

5. It is recommended that the Cabinet Member discusses with petitioners their concerns and if considered appropriate, asks officers to add this request to the future parking scheme programme to see if residents would like to consider proposals for a parking scheme in Wither Lane. As is common practice, this could be combined along with any other nearby roads that the local Ward Councillors feel may also benefit from parking controls although there has been some significant local opposition to controlled parking in the area in the past.

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 Wither Lane 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 allow the Cabinet Member to consider the petitioners request and available options the Council has to address these concerns.

Consultation Carried Out or Required

If the Council subsequently investigates the feasibility to introduce parking restrictions in Victoria Road, Ruislip and the surrounding area, consultation will be carried out with residents to establish if there is overall support.

5. CORPORATE IMPLICATIONS

Corporate Finance

No financial implications at this stage.

Legal

There are no special legal implications for the proposal to discuss with petitioners their request to review the current parking scheme in Wither Lane, 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

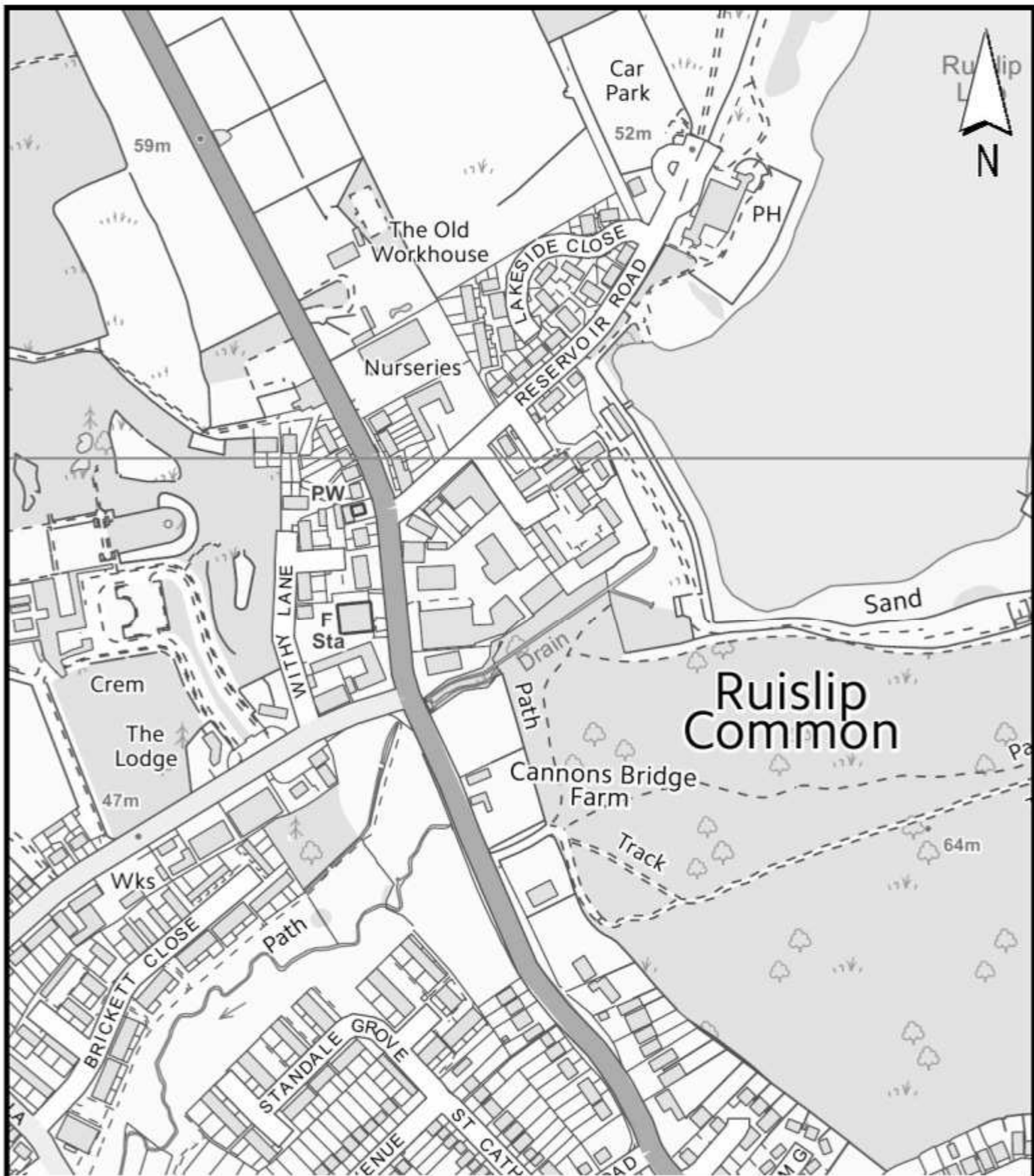
None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received - 24th November 2015.



Withy Lane, Ruislip - Area plan

Appendix A

Date January 2016

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PETITION REQUESTING RESIDENTS' PARKING IN VICTORIA ROAD, RUISLIP BETWEEN THE JUNCTIONS OF WEST MEAD AND BRAINTREE ROAD

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 residents' parking to be introduced in a section of Victoria Road, Ruislip.
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 a Parking Management Scheme to be introduced along the section of Victoria Road, Ruislip between the junctions of West Mead and Braintree Road.**
- 2. Subject to the outcome of the above, decides if the request for a Parking Management Scheme in this part of Victoria Road and possibly 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 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 31 signatures has been submitted to the Council with the following heading:

"We the undersigned residents request that the Cabinet Member for Planning, Transportation & Recycling gives consideration for a Parking Management Scheme to be installed on Victoria Road between the junctions of West Mead and Braintree Road.
2. Attached as Appendix A is an plan showing the area of Victoria Road petitioners are referring to and extent of the nearby South Ruislip Parking Management Scheme. As this road is relatively close to South Ruislip Station, it forms an attractive area for non-residents to park as the nearby roads already benefit from a Parking Management Scheme.
3. This petition is effectively asking the Council to consider proposals for a residents' parking scheme along Victoria Road. As many of the properties along this section of road have limited or no off-street parking facilities, residents are sometimes competing with non-residents to find somewhere to park.
4. The Cabinet Member will be aware that the existing Parking Management close to South Ruislip Station has been successful in preventing all day commuter parking in the nearby residential streets. It could be possible that an extension to this scheme could be offered to residents along this part of Victoria Road and other roads in the nearby vicinity.
5. It is recommended that the Cabinet Member discusses with petitioners their concerns and if considered appropriate, asks officers to add this request to the future parking scheme programme to see if residents would like to consider proposals for a parking scheme in this section of Victoria Road. As is common practice, this could be combined along with any other nearby roads that the local Ward Councillors feel may also benefit from parking controls.

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 Victoria Road, Ruislip 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 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 Victoria Road, Ruislip 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 concurs with the financial implications set out above.

Legal

There are no special legal implications for the proposal to discuss with petitioners their request to review the current parking schemes programme in Victoria Road, Ruislip between the junctions of West Mead and Braintree Road, which amounts to an informal consultation. A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage. Fairness and natural justice requires that there must be no predetermination of a decision in advance of any wider non-statutory consultation.

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

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

Corporate Property and Construction

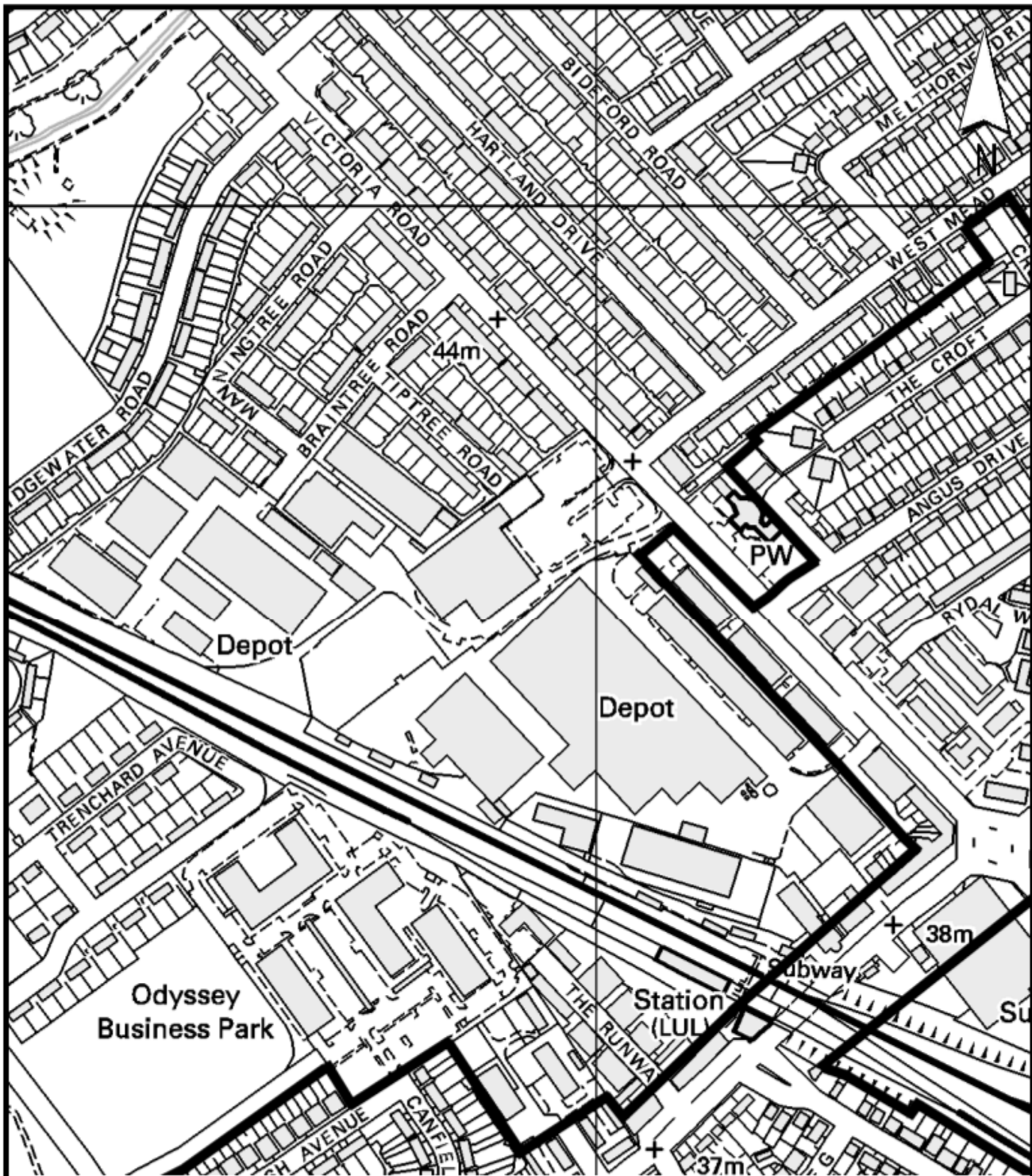
None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received - 9th November 2015



Victoria Road, Ruislip - Area plan

Appendix A

Date January 2016

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Nearby extent of the South Ruislip
Parking Management Scheme

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VINE LANE, UXBRIDGE - PETITION REQUESTING A PEDESTRIAN CROSSING NEAR ST ANDREW'S ROAD

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 requesting a pedestrian crossing on Vine Lane at the junction with St Andrew's Road.
Contribution to our plans and strategies	The request can be considered as part of the Council's Road Safety 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	Uxbridge North Ward.

2. RECOMMENDATION

Meeting with the Petitioners, the Cabinet Member:

1. Considers their concerns regarding road safety on Vine Lane near St Andrews Road
 2. Notes the previous work associated with the St Andrew's Park Development, including road safety audits undertaken as part of that project, relevant details of which are set out in the body of this report
 3. Subject to the above asks officers to add the petitioners' request to the Council's Road Safety 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 26 valid signatures has been submitted to the Council requesting a pedestrian crossing on Vine Lane at its junction with St Andrew's Road.
 2. Vine Lane is a residential road which has an existing 20mph zone between the junction with Honey Hill and a point approximately 55 metres north of the junction with Cedars Drive. As part of the development of the former RAF Uxbridge site, a new access road called St Andrew's Road has been constructed which joins with Vine Lane, as shown in the plan attached as Appendix A. The development includes new housing as well as a new primary school, The John Locke Academy.
 3. The petition states *"The amount of traffic and the speed at which some people drive make crossing Vine Lane at St. Andrews Road very difficult. This is also an intersection that many people use to get to two local schools- ACS Hillingdon International School, and John Locke Academy. I regularly see families crossing this road with small children and pushchairs. There is also limited space on the sides of the road to wait for traffic to pass. Quite often, while crossing during the busiest times of the day, you need to wait for a driver nice enough to stop traffic for you in order to get across the road safely"*

The most difficult times of the day to cross the road is during the morning commute, afternoon school run, and evening commute. Vine Lane is a common cut through from Uxbridge Road to Hercies Road, which leads to a lot of traffic during those times"
 4. The independent Stage 3 Road Safety Audit Report for the RAF Uxbridge development recommended the provision of an uncontrolled crossing point at the end of the new footway on Vine Lane immediately south of the junction with St Andrews Road. In response to the recommendations in the Road Safety Audit Report, the existing footway on the western side of Vine Lane was extended and a dropped kerb provided to assist with pedestrian movements.
 5. Investigations undertaken by the Council and an independent consultant did not recommend the provision of a formal footway on the eastern side of Vine Lane as part of the RAF Uxbridge Development. As stated in the independent Stage 1 & 2 Road Safety Audit Designer's Response report: *"If a raised footway was installed on the east side, the presence of a number of wide private residence vehicle accesses would mean that the kerb height would have to be small (20mm) for the majority of this area in order to maintain access to the houses. Besides being very similar to the existing arrangement, the introduction of kerbing may change the existing drainage regime leading to drainage problems"*.
-

6. As the Cabinet Member will be aware, the feasibility of installing a pedestrian crossing depends on a number of design requirements including visibility distances, the lay-out of existing driveways and the provision of a safe area for pedestrians waiting to cross the road.

7. In response to the petition, it is 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 detailed investigations and the development of alternative options.

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

No financial implications at this stage.

Legal

There are no special legal implications for the proposal to discuss with petitioners their concerns regarding road safety on Vine Lane near St Andrew's Road, which amounts to an informal consultation. A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage. Fairness and natural justice requires that there must be no predetermination of a decision in advance of any wider non-statutory consultation.

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

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

Corporate Property and Construction

None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received.

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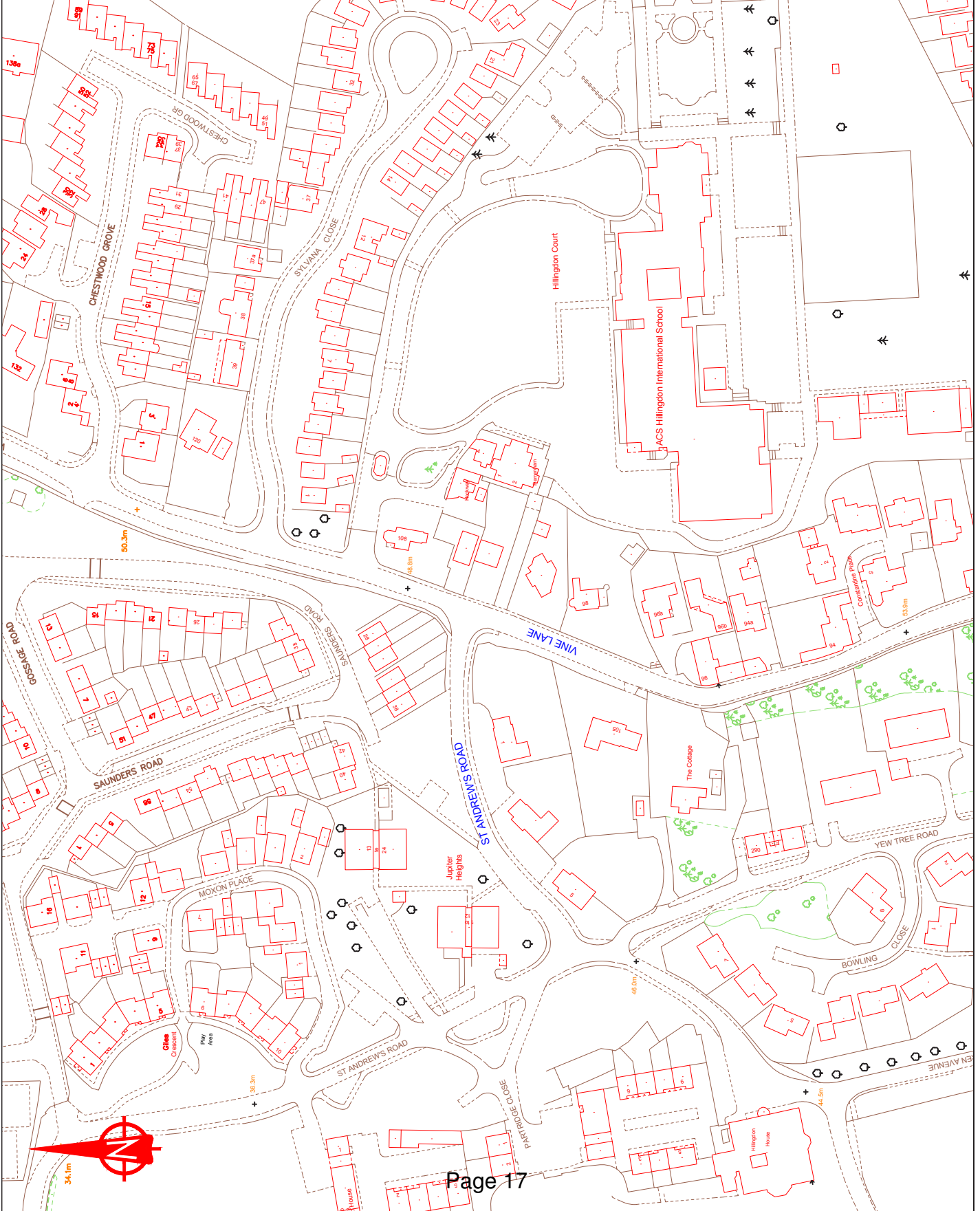
HILLINGDON
LONDON

Project

Vine Lane, Uxbridge

Description
LOCATION PLAN

Scale	Drawn	Checked
NIS	CF	12/15
Project No.	Drawing No.	Rev.



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HIGH STREET, YIEWSLEY - PETITION REQUESTING DOUBLE YELLOW LINES, A BOX JUNCTION AND STREET LIGHTING

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition requesting double yellow lines, a box junction and additional street lighting to improve access to the rear of Nos. 72 to 90 High Street, Yiewsley.
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

Meeting with the petitioners, the Cabinet Member:

- 1. Listens to their request for double yellow lines, additional lighting and a box junction on High Street, Yiewsley.**
- 2. Subject to the outcome of 1 above, asks officers to investigate the request for double yellow lines on the adopted section of highway.**
- 3. Notes the petitioners' request for a box junction at this location and advises them that this location does not meet the requirements for the introduction of this type of road marking.**

4. Advises petitioners that the area past the shop frontages is private and therefore it is the responsibility of the land owner to provide the appropriate street lighting.

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 28 signatures has been submitted to the Council under the following heading:

'We the undersigned petition the Council to install an enforceable 24/7, CCTV yellow box from the turning off the High Street all the way to the start of Dades stores. We would also like a "No Parking At Any Time" sign displayed along the access way and a Council operated street light to illuminate the access way and the communal car park at night and especially during the height of winter when darkness falls'

2. Attached as Appendix A to this report is a detailed plan showing the areas mentioned in the petition and the extent of the adopted highway.

3. In an accompanying statement the lead petitioner has outlined in detail the nature of their concerns: *We would like to notify you officially about the running battle residents have been having with members of the public over the inconsiderate and indiscriminate parking along our access way/drive way in High Street, Yiewsley. With the relocation of Iceland next door, our residents' parking lot was turned into a public parking space until we contacted a private parking company to manage the car park. Before now and even with single yellow lines, members of the public have formed an undesirable habit of blocking parking/waiting/stopping to shops along the access way. Some will either park on the kerb and expect visitors, residents or delivery vehicles to either climb on the kerb on the other side or drive through a narrow and precarious way to access the building. UK Car Park Management has advised residents that, from the front of Dades Stores to the High Street, it is the Council's property and its responsibility (kerbs, lay-bys and carriageways) to enforce compliance and that they cannot enforce fines for parking along this access way. After due consultation with neighbours (and bearing in mind the abuse, harassment, threats and all the expletives we have had to endure even in the presence of children), we wish to appeal to the Hillingdon Council officers responsible for parking enforcement to act as soon as possible. We request that an enforceable 24/7, CCTV yellow box be installed from the turning off the High Street*

all the way to the start of Dades stores. We also request a "no Parking At Any Time" sign displayed along the access way and a Council operated street light to illuminate the access way at night especially during the height of winter when darkness falls"

4. There are a number of elements to this petition so this report will try to address them in the order that they have been raised. As is obvious from the attached plan, the area of concern is situated in the centre of High Street, Yiewsley with its busy shopping parade and extensive local amenities. The parking area mentioned by the lead petitioner is located to the rear of Nos. 72 to 90 High Street and is accessed via a dropped kerb off of the highway and then via a service road between the shops. The carriageway and the footway from the kerb line to the frontage of the former Dades Stores is adopted highway, maintained at the public expense and beyond that the access road to the parking area is private. The residents' private parking enforcement contractor has correctly identified this.

5. From site observations this is an area where some motorists are tempted to park on a short term basis despite existing Monday to Saturday 8am - 6.30pm waiting restrictions. A photograph showing the area is attached as Appendix B to this report. A suggestion put forward by the petitioners is for a yellow box marking to be installed at this location and that it is enforced by CCTV. The Cabinet Member will be aware that guidance recommends that yellow box markings can only be used at major junctions that are preferably signalled controlled. Clearly, this area could not be described as a busy junction and as such this suggestion cannot be pursued. However, as mentioned previously, there are existing limited time waiting restrictions leading up to the access road. Subject to the outcome of his discussions with petitioners, the Cabinet Member may be minded to ask officers to explore the possibility of introducing "at any time" waiting restrictions in this area which may improve compliance and act as a visual deterrent to those drivers who may be tempted to block the access even for a short period of time.

6. Petitioners have also requested a "Council operated street light" in the access road to their parking area. Whilst the Council appreciates the petitioners' request, the Council's Street Lighting Team have advised that as this access road is privately maintained then it is the land owners' responsibility to provide adequate lighting. As a consequence, regrettably the Council cannot agree to this request.

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 to consider the petitioners request and available options the Council has 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

No financial implications at this stage.

Legal

There are no special legal implications for the proposal to discuss with petitioners their request to review the current parking schemes programme in High Street Yiewsley, 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

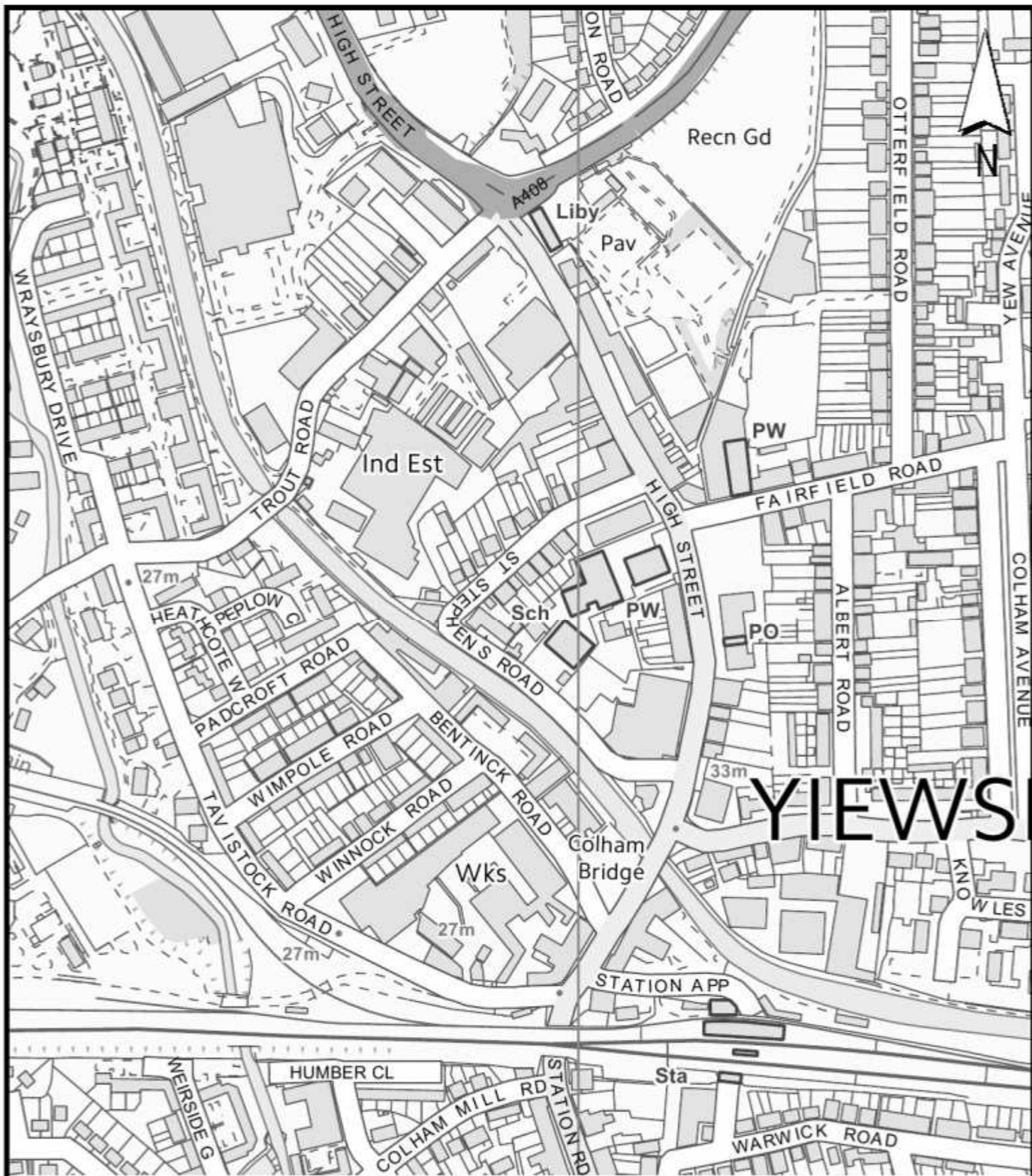
None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

None.



High Street, Yiewsley - Area plan

Appendix A

Date January 2016

Scale 1:4,000



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Appendix B



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PETITION REQUESTING A RESIDENTS' PARKING SCHEME IN BLACK ROD CLOSE, HAYES

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	Steven Austin 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 residents' parking scheme to be introduced in Black Rod Close, 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	Botwell

2. RECOMMENDATION

Meeting with the petitioners, the Cabinet Member:

- 1. Listens to their request for a residents' parking scheme to be introduced in Black Rod Close, Hayes.**
- 2. Notes the results of the previous informal consultations with residents of the area.**
- 2. Decides if the request for a Parking Management Scheme in Black Rod Close 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 residents' parking scheme to be considered in Black Rod Close, Hayes which represents 20 out of the 78 households (26 %) of the road.
2. The location of Black Rod Close is indicated on the plan attached as Appendix A. Black Rod Close is a residential cul-de-sac close to Hayes Town Centre with a busy shopping area, many local amenities and station which provides easy access to Central London making it an attractive place to park.
3. As the Cabinet Member will recall, the Council has previously informally consulted Black Rod Close and the surrounding roads on options to manage parking. These consultations were undertaken in February 2014 and again soon after in November 2014. Responses from both consultations were disappointingly low and from Black Rod Close, initially only 14% and subsequently just 19% of residents replied to the consultations. On both occasions residents of Black Rod Close indicated support for the introduction of a Parking Management Scheme. However, as the responses were so low and the surrounding area did not support the introduction of managed parking, after discussions with local ward councillors the decision was taken not to progress a scheme at that time but to keep the area under review.
4. As residents of Black Rod Close have submitted a further petition, it would seem that parking is an on-going local concern. It is therefore recommended that the Cabinet Member discusses with petitioners their concerns and if considered appropriate, asks officers to add this request to the future parking scheme programme and to carry out a further informal consultation with the residents of Black Rod Close, in order to establish the overall level of support for parking restrictions.

Financial Implications

There are none associated with the recommendations to this report, however if the Council was to consider the introduction of parking restrictions in Black Rod Close 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 allow the Cabinet Member to consider the petitioners request and available options the Council have to address these concerns.

Consultation Carried Out or Required

Two previous informal consultations have been undertaken in February and November 2014.

5. CORPORATE IMPLICATIONS

Corporate Finance

No financial implications at this stage.

Legal

There are no special legal implications for the proposal to discuss with petitioners their request to review the current parking scheme in Black Rod Close, 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.

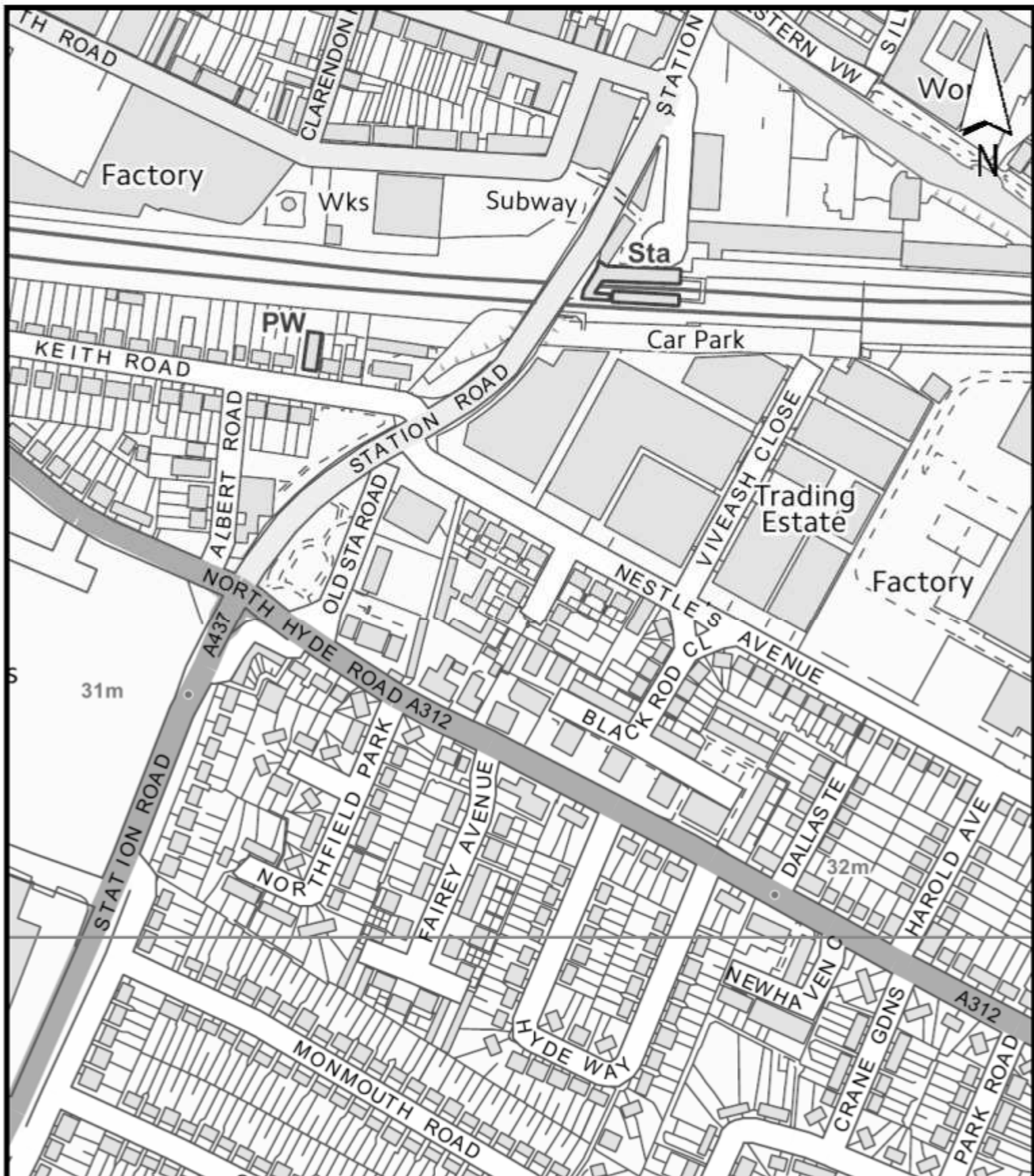
Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received.

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Black Rod Close, Hayes - Area plan

Appendix A

Date January 2016

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