



HILLINGDON  
LONDON



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

**Date:** WEDNESDAY, 13 APRIL  
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, 5 April 2016

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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,  
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[www.hillingdon.gov.uk](http://www.hillingdon.gov.uk)

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# Agenda

## CHAIRMAN'S ANNOUNCEMENTS

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

- 1 Declarations of Interest in matters coming before this meeting
- 2 To confirm that the business of the meeting will take place in public.
- 3 To consider the report of the officers on the following petitions received.

Please note that individual petitions may overrun their time slots. Although individual petitions may start later than advertised, they will not start any earlier than the advertised time.

	<b>Start Time</b>	<b>Title of Report</b>	<b>Ward</b>	<b>Page</b>
<b>4</b>	7:00	Parking Restrictions Westbourne Parade, Brunel	Brunel	1 - 6
<b>5</b>	7:00	Request for School Permits for Glebe Primary, Ickenham	Ickenham	7 - 12
<b>6</b>	7:30	Request for Traffic Calming Measures Sweetcroft Lane	Uxbridge North	13 - 18
<b>7</b>	8:00	Request for Resident's Parking Scheme Swan Road	West Drayton	19 - 24
<b>8</b>	8:00	Request for Parking Restrictions Glenalla Road	Eastcote & East Ruislip; Manor	25 - 34

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## PETITION REQUESTING 'STOP & SHOP' PARKING SCHEME OUTSIDE WESTBOURNE PARADE UXBRIDGE ROAD, HILLINGDON

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

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition requesting a 'Stop & Shop' parking scheme outside Westbourne Parade Uxbridge Road, Hillingdon.
<b>Contribution to our plans and strategies</b>	The request can be considered in relation to the Council's strategy for on-street parking controls.
<b>Financial Cost</b>	There are no financial implications associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services.
<b>Ward(s) affected</b>	Brunel

### 2. RECOMMENDATION

#### Meeting with the Petitioners, the Cabinet Member:

- 1. Discusses the request for a "Stop and Shop" parking scheme outside Westbourne Parade, Uxbridge Road, Hillingdon.**
- 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 20 valid signatures has been submitted to the Council requesting improvements be made to the parking facilities outside Westbourne Parade Uxbridge Road, Hillingdon. In the petition heading, the lead petitioner explains the difficulties that businesses are experiencing with lack of convenient customer parking as the available kerbside space is usually taken up by employees from other nearby businesses and from neighbouring parades.
2. The location of this shopping parade is indicated on Appendix A and is situated between the junctions of Charles Street and Westbourne Road. There are approximately eight business units along this section of road with residential properties above the shops.
3. This petition has been signed entirely by employees and customers of the businesses situated along Westbourne Parade. It appears petitioners are asking for the Council to consider introducing a "Stop & Shop" Parking Scheme similar to the schemes which are in operation on other parades along the Uxbridge Road. As the Cabinet Member will be aware, this type of parking scheme has been successfully introduced in many town centres and shopping parades across the Borough. Many requests continue to be received for these schemes, which reflect the benefits that some shopkeepers and customers derive from this type of controlled parking.
4. 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 and it would appear that none of the residents who live above Westbourne Parade have signed this petition. Should the Cabinet Member wish to give consideration to the introduction of a 'Stop & Shop' scheme, it is recommended that the Council undertakes its own informal consultation 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.
5. It is therefore 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 outside Westbourne Parade 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**

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

## **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 for a "Stop and Shop" parking scheme outside Westbourne Parade Uxbridge Road, Hillingdon 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**

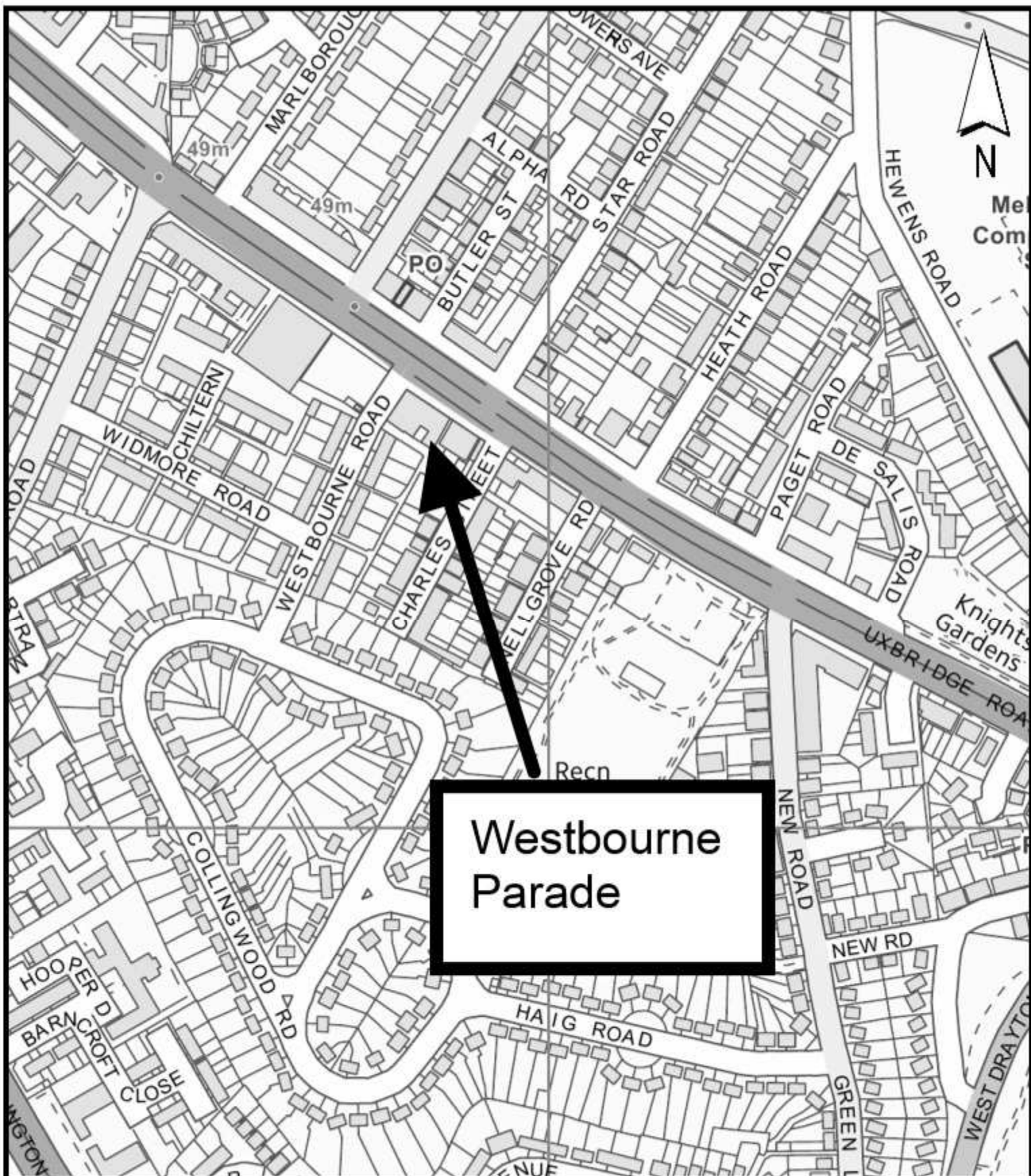
None at this stage.

## **6. BACKGROUND PAPERS**

Petition received - February 2016.

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Westbourne Parade  
Uxbridge Road, Hillingdon - Location plan

Appendix A

Date February 2016

Scale 1:3,500

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## PETITION REQUESTING SCHOOL PERMITS FOR GLEBE PRIMARY SCHOOL AS PART OF THE ICKENHAM PARKING MANAGEMENT SCHEME ZONE IC2

<b>Cabinet Member(s)</b>	Councillor Keith Burrows
<b>Cabinet Portfolio(s)</b>	Cabinet Member for Planning, Transportation and Recycling
<b>Officer Contact(s)</b>	Kevin Urquhart Residents Services Directorate
<b>Papers with report</b>	Appendix A
<b>NOT FOR PUBLICATION</b> This report contains confidential or exempt information	N / A

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition requesting school permits for Glebe Primary School.
<b>Contribution to our plans and strategies</b>	The request can be considered in relation to the Council's strategy for on-street parking controls.
<b>Financial Cost</b>	There are no financial implications associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents and Environmental Services.
<b>Ward(s) affected</b>	Ickenham

### 2. RECOMMENDATION

Meeting with the Petitioners, the Cabinet Member:

1. Discusses the request for a school permit scheme allowing parents to park in the roads close to Glebe Primary School.
2. Notes that it is not the Council's usual practice to introduce school permits as part of a Parking Management Scheme, but that there are a small number of locations across the Borough where such schemes have been adopted.

**3. Notes that the present scheme was created partly because of local residents' concerns about parking, some of which is associated with Glebe Primary School.**

**4. Instructs officers to monitor the amount of spare parking capacity in the roads close to Glebe Primary School three months after the Parking Management Scheme in the area becomes operational, then report back to local Ward Councillors and the Cabinet Member with results.**

#### **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 250 signatures has been submitted to the Council with the following heading:

*'A controlled parking zone (CPZ) is planned for the roads surrounding Glebe Primary School. When this comes into force many parents/carers will have huge difficulties collecting their children safely at the end of their school day. There are no public car parks in Ickenham.*

*Most of the parents/carers who use a car to drop off and collect their children do so because they live too far to walk. Most then have to go on to their place of work. They then leave work and drive straight back to school to pick their children up. If parent/carers do not have a safe place to park their cars whilst they collect their children from school, this will have a major impact on road safety for the children, parents and the residents.*

2. Petitioners are effectively asking the Council to consider the introduction of school permits to allow parents and guardians to park within a Parking Management Scheme which is soon to be introduced in the roads surrounding the school. Attached as Appendix A is a plan showing the location of Glebe Primary School and the extent of the planned extension to the Ickenham Parking Management Scheme.

3. As the Cabinet Member is aware the Council encourages parents and guardians to find alternative and sustainable modes of transport to get their children to and from school. To advise and assist with this activity, the Council's Road Safety and School Travel Team works closely with schools to develop their School Travel Plan. Indeed following a petition submitted by pupils from Glebe Primary School which the Cabinet Member considered at a special assembly at the school, a zebra crossing close to the school entrance and other road safety improvements in the area have been implemented. The Council's Road Safety and School Travel Team would like to engage

in further dialogue with the school and will continue with efforts to build a mutually beneficial relationship with the school.

4. Although it is not the Council's usual practice to introduce school permits as part of a Parking Management Scheme, there are a small number of locations across the Borough where such schemes have been adopted. The Council therefore already has existing policies in place for school permits which could be applied for Glebe Primary School if the Cabinet Member and Ward Councillors believe the extenuating circumstances are appropriate.

5. Currently only five schools have access to school permits; these are Hermitage, Newham, St Andrew's, St Mary's and Whitehall schools. The permits are usually valid for periods of 15 minutes either side of the start and end of the school day including the midday nursery start times. The cost of each permit is £20 per academic year or £13.50 for starting from the spring term, January, to the end of the academic year in July. The permits are usually only valid in specific roads within that parking zone that are relatively close to the school and where spare parking capacity has been identified.

6. Whilst the request for a School Permit Scheme could be considered it is not clear if this will be supported by the local residents in the area. Many residents when consulted on the proposed Parking Management Scheme specifically commented on the difficulties they were experiencing with finding a parking place close to where they live which they associated with commuter and school parking. Although a school permit scheme will allow parents to park within the Parking Management Scheme in some of the roads near to the school, parking on waiting restrictions will still be prohibited.

7. Clearly there is a risk of competing demands for the available space between residents and parents/guardians of the school children at Glebe Primary School. It is therefore suggested that the Cabinet Member meets with the petitioners in order to understand the detail of their concerns. Subject to the outcome of this discussion the Cabinet Member may be minded to instruct officers to monitor the parking capacity within the residents' permit parking scheme in the roads close to the school once it has been implemented and report back to him and local Ward Councillors with their findings.

### **Financial Implications**

There are none associated with the recommendations to this report however, if the Council were to consider the introduction of school permits for Glebe Primary School in the future 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**

None at this stage. However, before introducing school permits the Council must at the very least conduct statutory consultation as fundamental changes would need to be made to the Traffic Management Order for this parking scheme.



## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

Corporate Finance has reviewed this report and concurs with the financial implications above.

### **Legal**

There are no special legal implications for the proposal to discuss with petitioners their request to review the current parking issues in the roads surrounding Glebe Primary School, 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**

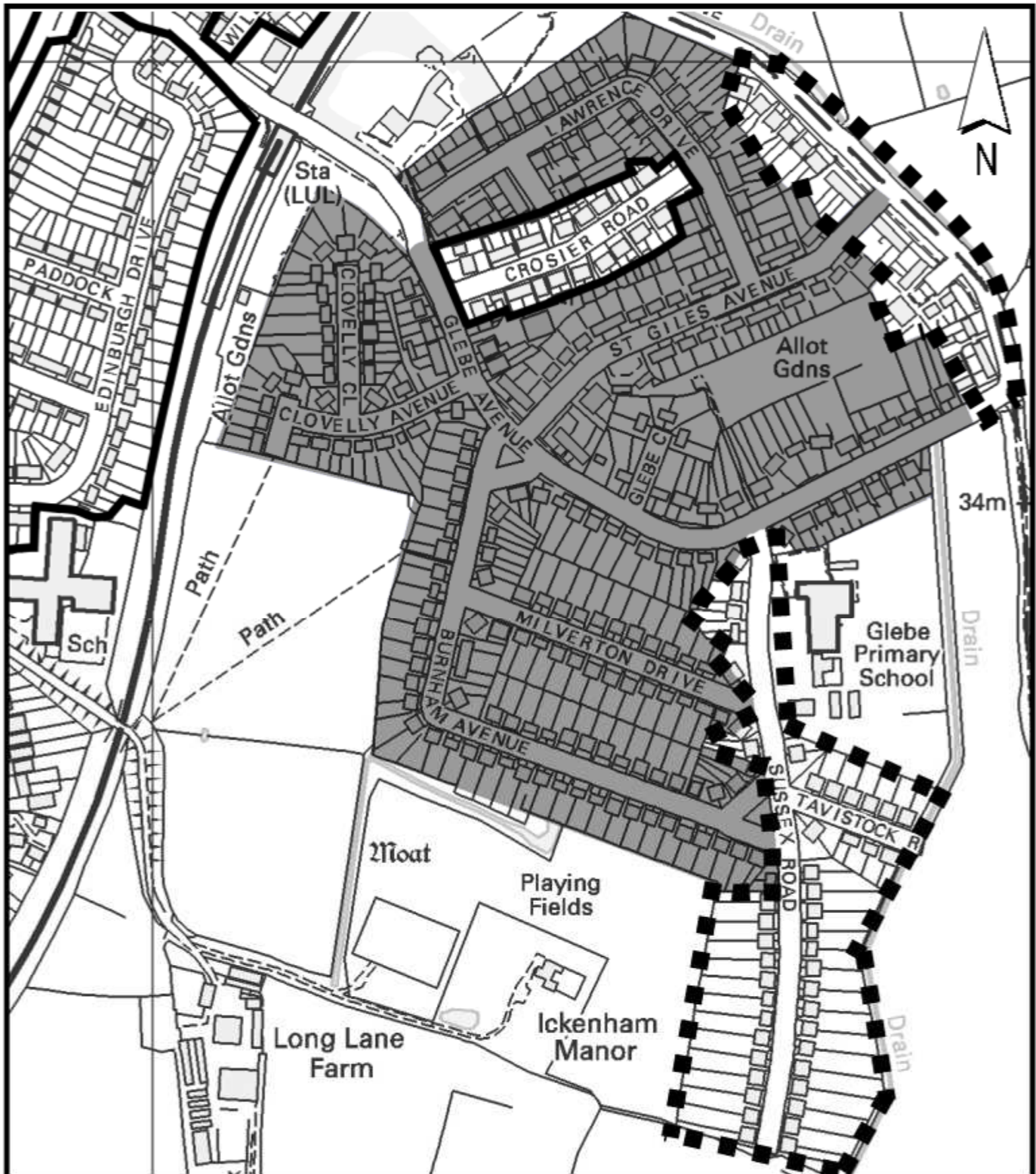
None at this stage.

### **Relevant Service Groups**

None at this stage.

## **6. BACKGROUND PAPERS**

Petition received - February 2016



# Extension to the Ickenham Parking Management Scheme Appendix A

Date March 2016

Scale 1:4,000



Existing extent of the Ickenham Parking Management Scheme



Area approved for an extension to the scheme



Area subject to formal consultation for a further extension to the scheme

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# Agenda Item 6

## SWEETCROFT LANE, HILLINGDON - PETITION REQUESTING TRAFFIC CALMING MEASURES

<b>Cabinet Member(s)</b>	Councillor Keith Burrows
<b>Cabinet Portfolio(s)</b>	Planning, Transportation and Recycling
<b>Officer Contact(s)</b>	Catherine Freeman Residents Services
<b>Papers with report</b>	Appendix A - Location plan
<b>NOT FOR PUBLICATION</b> This report contains confidential or exempt information	N/A

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition requesting traffic calming measures on Sweetcroft Lane, Hillingdon.
<b>Contribution to our plans and strategies</b>	The request can be considered as part of the Council's Road Safety Programme.
<b>Financial Cost</b>	There are no direct costs associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents' & Environmental Services
<b>Ward(s) affected</b>	Uxbridge North Ward

### 2. RECOMMENDATION

Meeting with the Petitioners, the Cabinet Member:

1. Considers their concerns regarding vehicle speeds in Sweetcroft Lane.
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 outcome of the above, if appropriate, considers adding Sweetcroft Lane to future phases of the Council's Vehicle Activated Signs programme and adds 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 40 signatures has been submitted to the Council under the following heading for the petition topic and desired outcome:

*"Safety issues arising from speeding drivers in the section of Sweetcroft Lane, Nos. 86 & 105A to 133, north of Hercies Road,*

*To have traffic calming measures such as speed bumps installed"*

2. The section of Sweetcroft Lane north of Hercies Road is predominately residential with the exception of Sweetcroft Day Care nursery located on its northeastern side. A location plan is attached as Appendix A to this report.

3. In a covering letter, the lead petitioner states the following issues relating to vehicle speeds on the section of Sweetcroft lane north of Hercies Road:-

*"The lane is narrow, has no pavement and contains a dangerous blind 90 degree bend*

*It is frequently used by drivers aiming to jump the queuing traffic in Hercies Road, weekdays daily, mornings and evenings*

*It is the main thoroughfare for patrons of Sweetcroft Lane Day Care, who are often in a hurry*

*This virtually single track section of Sweetcroft Lane was never intended for the kind of traffic now seen on it at certain times of the day*

*The lane is home to a large number of playing children, and is used by a significant number of dog walkers and other pedestrians seeking access to the adjacent common land*

*Because the lane is narrow and has no pavement, pedestrians and residents need to be protected from inconsiderate drivers, who represent a real and present hazard"*

Additionally, the lead petitioner goes on to say that *"the term 'speeding' used in the petition topic does not necessarily mean above the 30mph speed limit, but rather a speed inappropriate for the driving conditions"*.

4. To assist with investigations concerning the speed of vehicles using Sweetcroft Lane, however, 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.

5. The Council has invested in a number of Vehicle Activated Signs (VAS), which flash a warning sign to motorists exceeding the speed limit. These signs have been found to be most effective if they are installed at key sites, left in place for three months and then moved to another site. It is recommended that the Cabinet Member considers adding this section of Sweetcroft Lane to a future phase of the programme. This could be coupled with further investigations under the Road Safety Programme to establish the case for additional measures.

6. Although the Council does not install traditional round-topped road humps as would appear to have been requested, it is recommended that the Cabinet Member meets the petitioners and listens to their concerns and decides if this request should be added to the Council's Road Safety Programme for further investigation on other possible 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**

Corporate Finance has reviewed this report and concurs with the financial implications set out above.

### **Legal**

There are no special legal implications with the Cabinet Member to meet and discuss with petitioners their request concerning the vehicle speeds in Sweetcroft Lane and to consider recommendations 1 to 3 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**

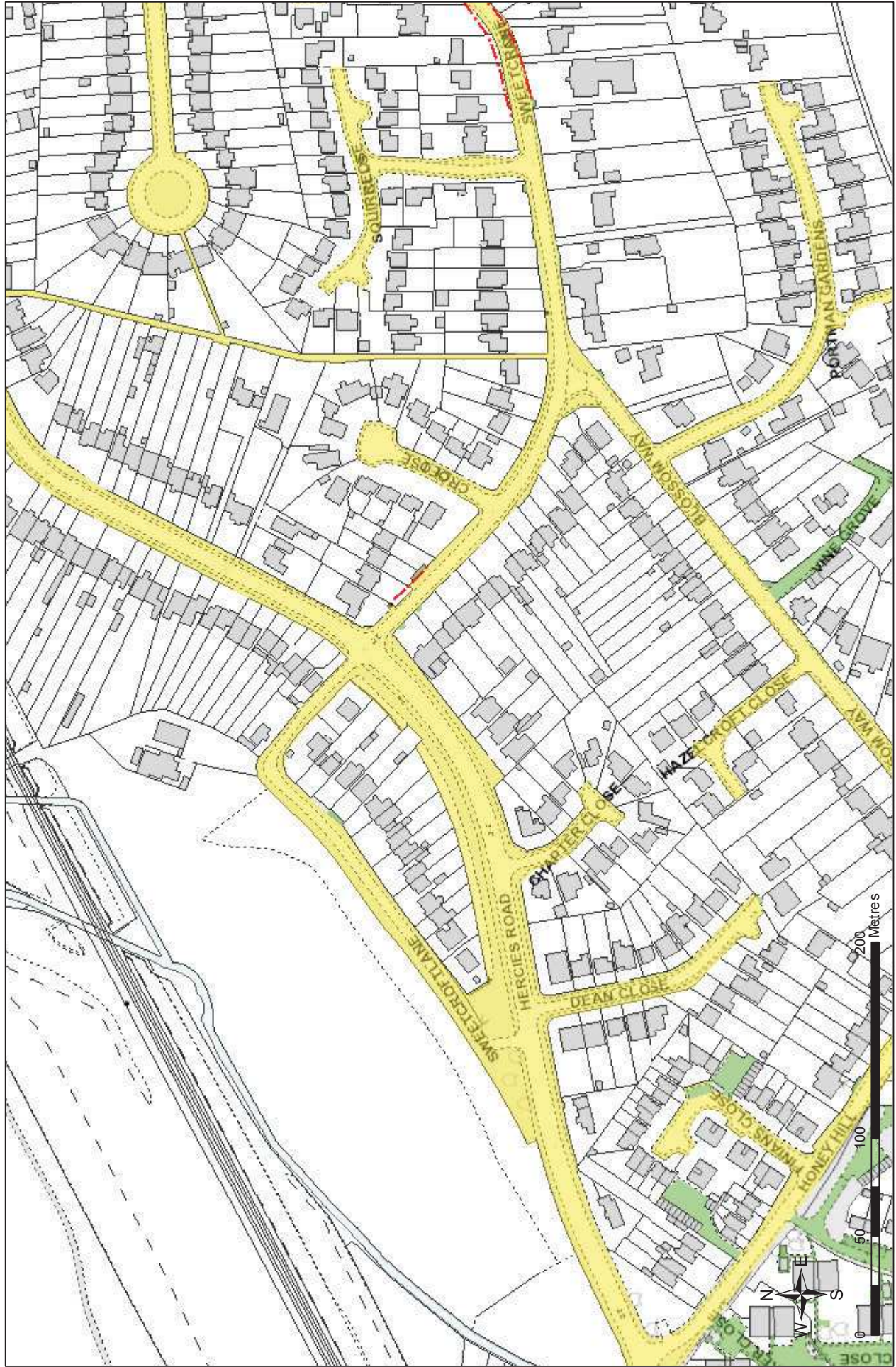
None at this stage.

## **6. BACKGROUND PAPERS**

Petition received.



# APPENDIX A - location plan



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## SWAN ROAD, THATCHER CLOSE, SWAINS CLOSE AND CLASSON CLOSE, WEST DRAYTON - PETITION REQUESTING A RESIDENTS' PARKING SCHEME

<b>Cabinet Member(s)</b>	Councillor Keith Burrows
<b>Cabinet Portfolio(s)</b>	Cabinet Member for Planning, Transportation and Recycling
<b>Officer Contact(s)</b>	Gordon Hill Residents Services
<b>Papers with report</b>	Appendix A - Area Plan

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition from residents of Swan Road, Thatcher Close, Swains Close and Classon Close asking for a residents' parking scheme.
<b>Contribution to our plans and strategies</b>	The request can be considered as part of the Council's strategy for parking in residential areas.
<b>Financial Cost</b>	There are none associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services.
<b>Ward(s) affected</b>	West Drayton

### 2. RECOMMENDATION

#### Meeting with the petitioners, the Cabinet Member:

1. Listens to their concerns with the parking situation in Swan Road, Thatcher Close, Swains Close and Classon Close.
2. Notes the previous outcomes of consultations which have generally not indicated majority support for any proposals.
3. 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**

None at this stage.

## **Policy Overview Committee comments**

None at this stage.

## **3. INFORMATION**

### **Supporting Information**

1. A petition, signed by 41 residents of Swan Road, Thatcher Close, Swains Close and Classon Close, West Drayton has been received by the Council under the following heading:

*"We the undersigned, as residents of Swan Road, Thatcher Close, Swains Close and Classon Close, West Drayton request that the Cabinet Member for Planning, Transportation and Recycling, formally consults with residents over a resident parking scheme"*

2. This petition represents 36 of the 140 households (25%) within the roads referred to in the petition. These are mainly residential roads that are within easy walking distance of the shops on the High Street and local amenities which makes it an attractive area for non-residents to park. A plan of the area is attached as Appendix A.

3. The Cabinet Member will recall that these roads were last consulted on possible inclusion in a Resident Parking Scheme in 2011/2012. During the informal consultation the responses were balanced with 50% for a scheme and 50% against.

4. Following the informal consultation a detailed design was produced for Thatcher Close, Swains Close and Classon Close which was subject to a formal consultation. During this formal consultation four households responded from Thatcher Close, three of which were opposed to the scheme. Added to this the two responses from Classon Close were one for the scheme and one against and no responses were received with regard to Swains Close except for a resident of Swans Road that had access to Swains Close. This area is relatively self contained and from the responses to the informal and formal consultation it seemed that there was not a majority in support of a scheme at the time. It was therefore recommended not to implement parking restrictions in Thatcher Close, Classon Close or Swains Close at the time.

5. The petitioners have specifically asked for a Parking Management Scheme and logically this would suggest inclusion within the West Drayton scheme. It is therefore recommended that the Cabinet Member discusses with petitioners their concerns and if considered appropriate, ask 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?**

It will address the concerns of the petitioners.

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

None at this stage.

#### **5. CORPORATE IMPLICATIONS**

##### **Corporate Finance**

Corporate Finance has reviewed this report and notes that there are no financial implications arising from the recommendations above.

##### **Legal.**

There are no special legal implications for the proposal to discuss with petitioners their request to review the current parking situation in Swan Road, Thatcher Close, Swains Close and Classon 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**

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

##### **Relevant Service Groups**

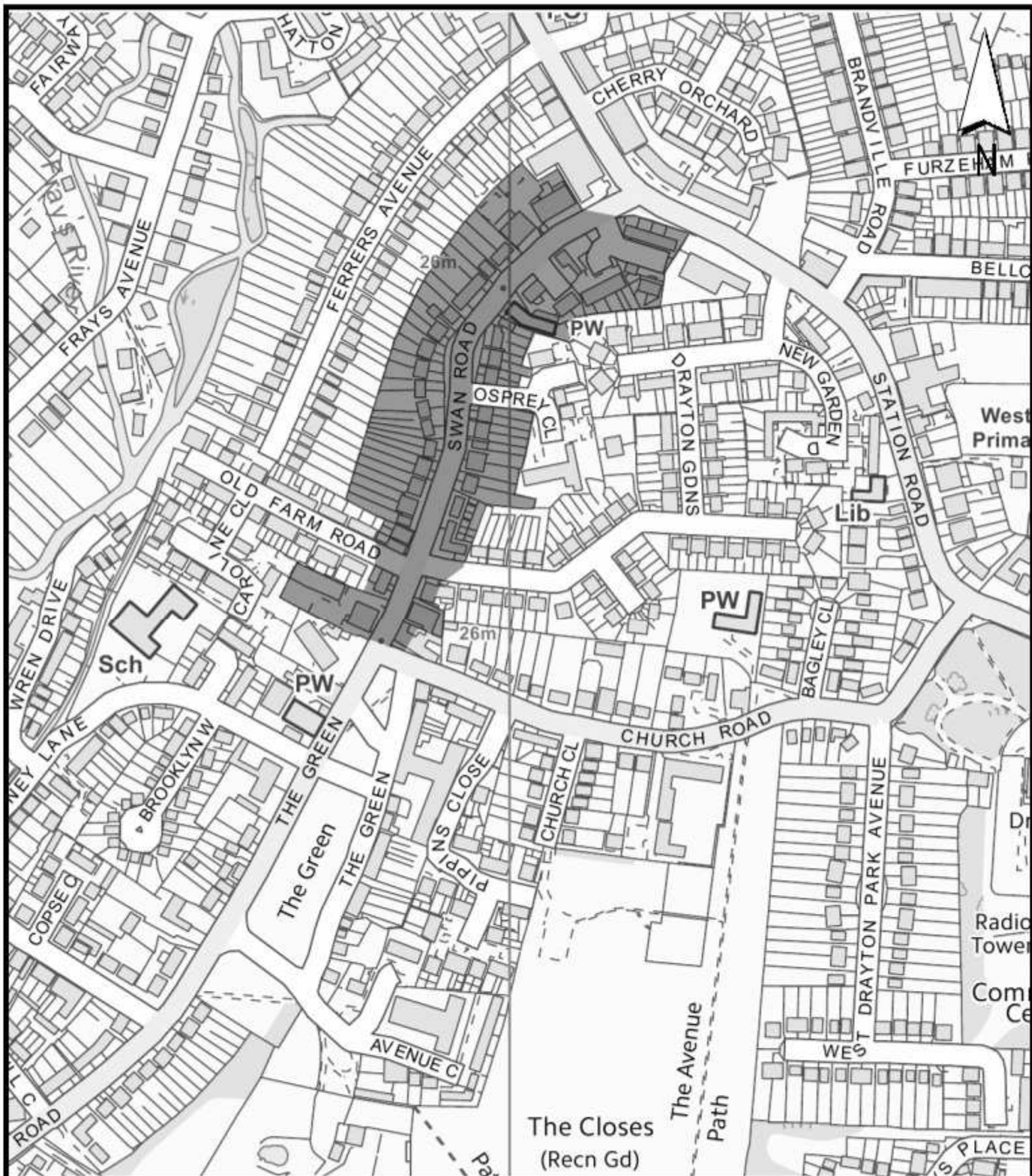
None at this stage.

#### **6. BACKGROUND PAPERS**

Petition received

West Drayton - Results of Statutory Consultation - Feb'13

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Swan Road, Thatcher Close, Swains Close and Classon Close, West Drayton - Petition requesting a residents' parking scheme

Appendix A

Date March 2016

Scale 1:4,000



Extent of Classon Close, Swains Close, Swan Road and Thatcher Close, West Drayton

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## GLENALLA ROAD, RUISLIP - PETITION REQUESTING PARKING RESTRICTIONS

<b>Cabinet Member(s)</b>	Councillor Keith Burrows
<b>Cabinet Portfolio(s)</b>	Cabinet Member for Planning, Transportation and Recycling
<b>Officer Contact(s)</b>	Caroline Haywood Residents Services Directorate
<b>Papers with report</b>	Appendices A - C
<b>NOT FOR PUBLICATION</b> This report contains confidential or exempt information	N / A

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition from residents of Glenalla Road, Ruislip asking for parking restrictions in their road
<b>Contribution to our plans and strategies</b>	The request can be considered as part of the Council's strategy for on-street parking.
<b>Financial Cost</b>	There are none associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services.
<b>Ward(s) affected</b>	Eastcote & East Ruislip and Manor

### 2. RECOMMENDATION

**Meeting with the Petitioners, the Cabinet Member:**

- 1. Listens to their concerns with parking in Glenalla Road, Ruislip.**
- 2. Notes the prior work undertaken in conjunction with the residents and welcomes the petition as a helpful indication of their preferences.**
- 3. Subject to the outcome of the above, asks officers to add the request to the Council's extensive parking programme and develop proposals for formal consultation.**

## **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 a total of 27 signatures from residents of Genalla Road has been received by the Council which represents 27 of the 41 households (66%) of the road.
2. In an accompanying statement, the lead petitioner states *"We have non residents parking in Glenalla Road and then using the tube stations, leaving their cars all day unattended. Local businesses are parking their vehicles in the road. Residents of Eastcote Road are parking in Glenalla Road. This problem exists seven days a week, 24 hours a day. Glenalla Road is now one of the only roads without parking restrictions, which makes parking very convenient for stations, all day parking etc. When vehicles are parked on both sides of the road large trucks, emergency vehicles cannot pass (every Monday is hit or miss as to whether we have our refuse collected) We would like advise on the best way to solve the present problem. We would like some form of restrictions but not so they affect visiting additional family members etc. Access for emergency vehicles is a major concern. "*
3. Glenalla Road is a residential road split into two sections. The northern section is a cul-de-sac, while the southern section links West Hatch Manor with Manor Way. It is a short walk to the nearby local facilities in Victoria Road and Ruislip Manor Tube Station. The carriageway in the northern section is approximately 6.3 metres wide and is bounded on both sides by a narrow grass verge of 1.2 metres and footway of 1.8 metres in width. The location of Glenalla Road is indicated on the plan attached as Appendix A to this report.
4. The Council received a request through the Council's Road Safety Programme for waiting restrictions on the junction of Glenalla Road with West Hatch Manor and Manor Way. As a response a proposal was developed for 'At Any Time' and limited time waiting restrictions operational Monday - Friday 11am - Midday & 2pm - 3pm, as shown on Appendix B to this report. During the 21 day statutory consultation an objection was received to the limited waiting restrictions in the northern section of Glenalla Road stating parking restrictions were needed in the whole of the northern section. The Cabinet Member decision was to proceed with the double yellow lines but defer the limited time waiting restrictions and add Glenalla Road to the future Road Safety Programme of works for possible consultation with the residents on options to manage parking in the road.
5. The Council continued to receive concerns from local residents about restricted access and further investigations took place. Discussions also took place with one resident about the possible options to address parking in the northern section of Glenalla Road and it was suggested obtaining support from the other residents through a petition. The resident kindly volunteered to take the lead on this. The resident suggested parking at the start of the road



was the main problem and that other residents had expressed to them the need for this to be addressed first. As a consequence a proposal was then developed to install 'At Any Time' waiting restrictions on the west side of the road and limited waiting restrictions operational Monday - Friday 11am - Midday & 2pm - 3pm on the east side of the road at the start of the northern section of Glenalla Road, which are subject to formal consultation. As shown on Appendix C to this report.

6. However, residents have indicated through this petition that further restrictions are required for the remaining length of the road.

7. It is therefore suggested that the Cabinet Member meets with petitioners to listen to their concerns in greater detail, discusses the advantages and disadvantages of possible options to restrict parking in their road. Subject to the outcome of these discussions officers can then develop options to address residents' concerns.

### **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 concurs with the financial implications set out above.

### **Legal**

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

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

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

### **Corporate Property and Construction**

There are no corporate property and construction implications arising from the recommendations in this report.

### **Relevant Service Groups**

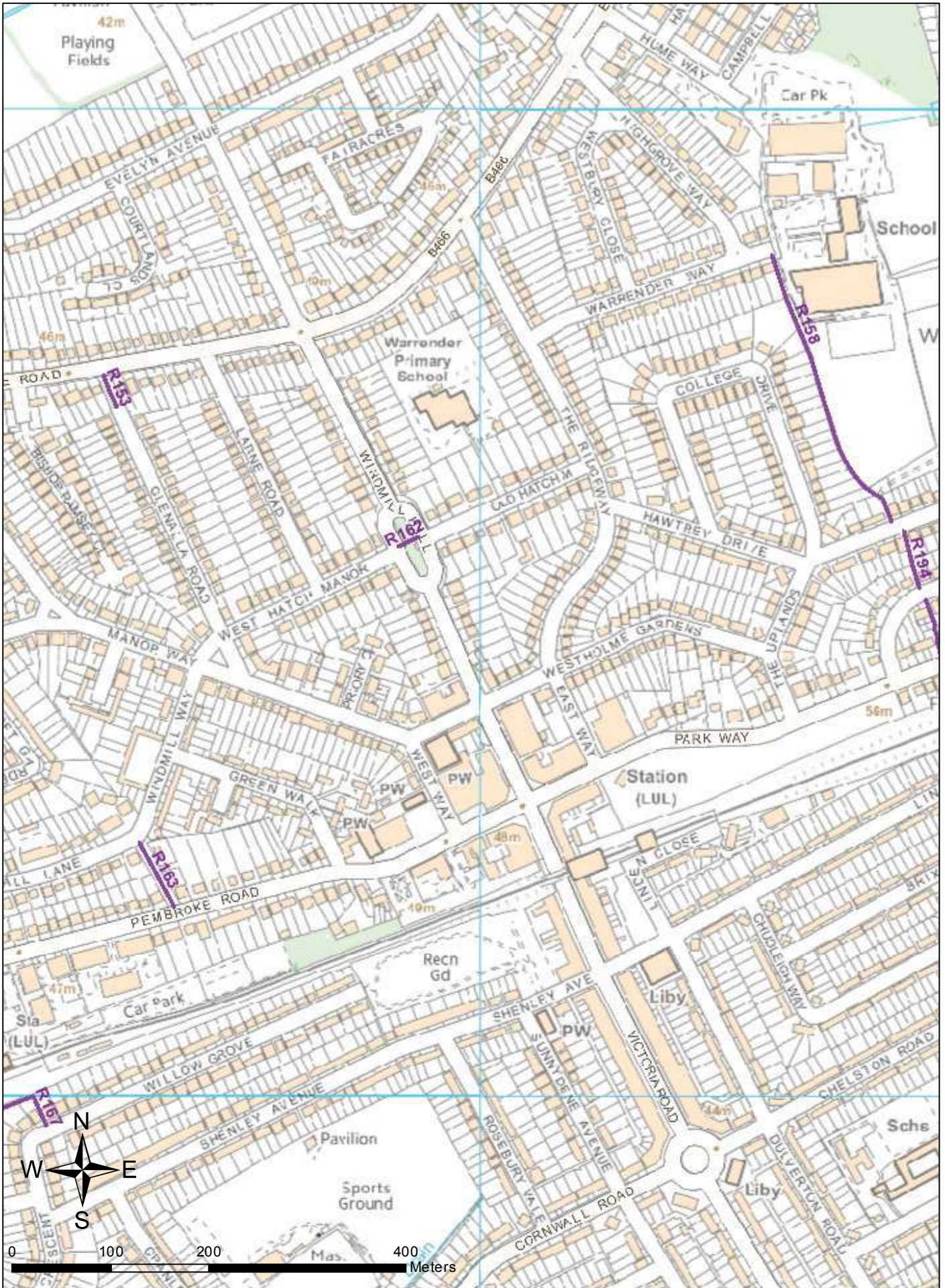
None at this stage

## **6. BACKGROUND PAPERS**

Petition received



# Appendix A



## Map Notes

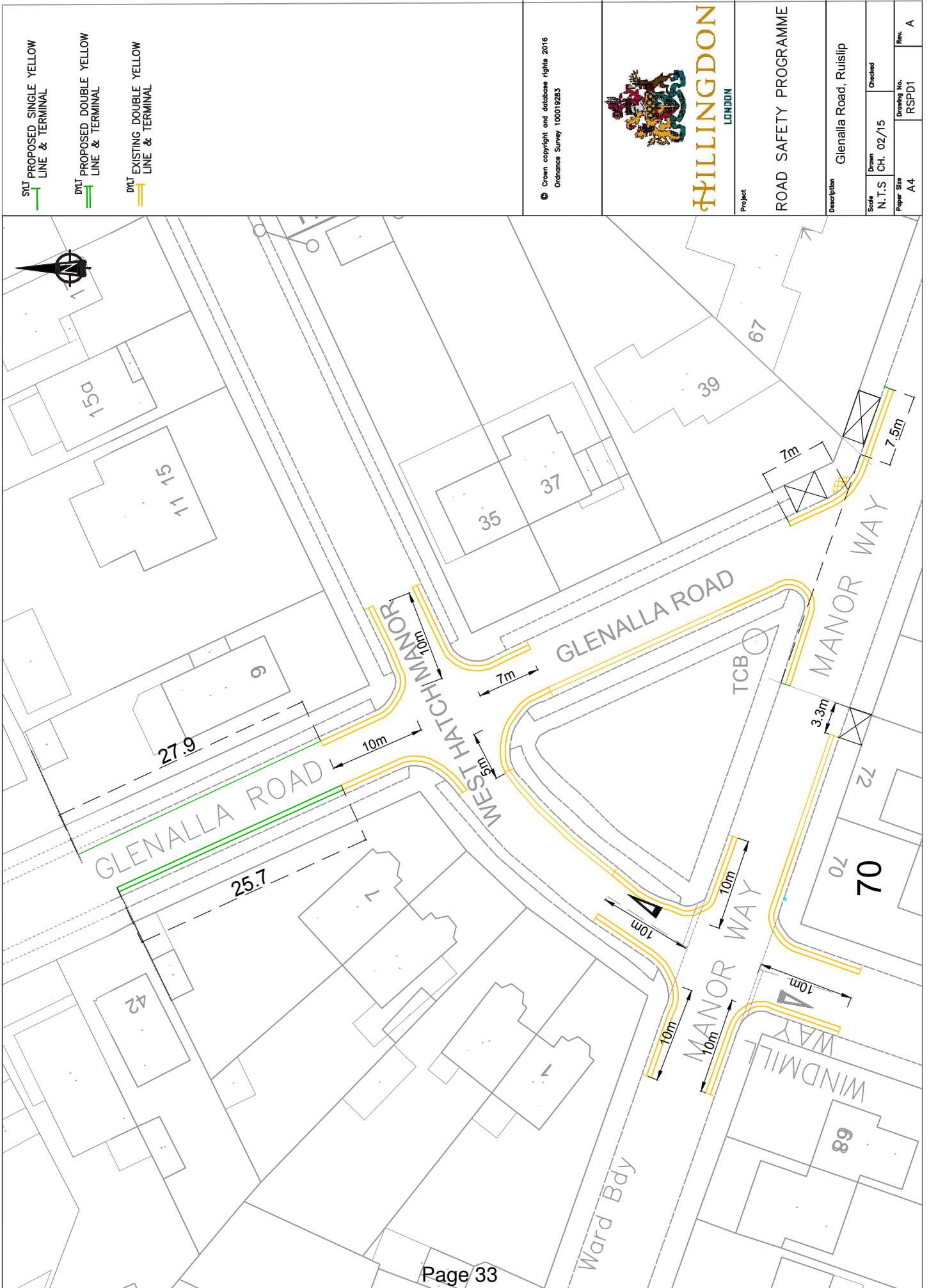
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# APPENDIX C



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