



HILLINGDON  
LONDON



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

**Date:** WEDNESDAY, 18 MAY 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, 10 May 2016

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***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](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>	7.00pm	Petition Requesting Measures to prevent Commercial Vehicles from using Sidmouth Drive, Ruislip	Manor	1 - 6
<b>5</b>	7.00pm	Petition Requesting Traffic Calming Measures in Part of Sweetcroft Lane North of Hercies Road	Uxbridge North	7 - 12
<b>6</b>	7.30pm	Petition Requesting Effective Speed Restrictions along the length of the whole road (Vine Lane & Honey Hill)	Uxbridge North	13 - 18
<b>7</b>	8.00pm	Petition Requesting Restricted Parking in Bridge Way, Ickenham	Ickenham	19 - 24
<b>8</b>	8.00pm	Petition Requesting Waiting Restrictions and Parking Management Scheme, Victoria Close, Hayes	Botwell	25 - 36

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# Agenda Item 4

## SIDMOUTH DRIVE, RUISLIP - PETITION REQUESTING MEASURES TO PREVENT COMMERCIAL VEHICLES FROM USING SIDMOUTH DRIVE

<b>Cabinet Member(s)</b>	Cllr Keith Burrows
<b>Cabinet Portfolio(s)</b>	Planning, Transportation & Recycling
<b>Officer Contact(s)</b>	Steven Austin Residents Services
<b>Papers with report</b>	Appendix A

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that a petition has been received asking for measures to prevent commercial vehicles from using Sidmouth Drive and for the removal of the existing raised tables.
<b>Contribution to our plans and strategies</b>	The request can be considered as part of the Council's annual programme of road safety initiatives.
<b>Financial Cost</b>	There are no financial implications in relation to the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents' & Environmental Services
<b>Ward(s) affected</b>	Manor

### 2. RECOMMENDATION

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

- 1. Discuss their petition to request the removal of the existing raised tables and implement measures to prevent commercial vehicles from using Sidmouth Drive.**
- 2. Notes that of the petitioners, only one resides in Sidmouth Drive.**
- 3. Notes the results from camera enforcement of the existing weight prohibition in Sidmouth Drive.**
- 4. Subject to the above decides if any further action is required.**

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PART I – MEMBERS, PUBLIC AND PRESS

## 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

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

## Policy Overview Committee comments

None at this stage.

## 5. INFORMATION

### Supporting Information

1 A petition with 131 signatures has been submitted to the Council under the following heading.

*"We the undersigned, petition Hillingdon Borough Council to prevent large commercial vehicles from using Sidmouth Drive. We believe this could be achieved by installing bollards at either end of the road (after the school, so as not to prevent access by coaches.)*

*We also petition for the removal of the speed tables outside residential homes. These are so low that they are of no use in slowing down vehicles, but cause excessive amounts of noise when larger vehicles and collection vans with cages drive over them, thus significantly disturbing residents".*

2 Although the petition has 131 valid signatures and in the covering statement the lead petitioner states that certain vehicles that drive over the existing raised tables are "*significantly disturbing residents*" it should be noted that only one resident of Sidmouth Drive has signed the petition. A plan of the area is attached as Appendix A to this report.

3 As the Cabinet Member will be aware, Sidmouth Drive is already subject to a 20mph zone, traffic calming measures and a 7.5 tonnes maximum gross weight prohibition on commercial vehicles. The raised tables and 20mph zone between West End Road and Thurlston Road were implemented as part of the planning conditions for Ruislip High School. Traffic calming measures and the 20mph zone was subsequently extended into the rest of Sidmouth Drive following a petition signed by 123 residents of Sidmouth Drive, Cottingham Chase, Flamborough Road, Thurlstone Road and Dartmouth Road.

4 The petition is asking for the "*the removal of the speed tables outside residential homes. They are so low that they are of no use in slowing down vehicles*". The Cabinet Member will be aware that research has shown that where signed-only 20 mph speed limits have been introduced, the result is a negligible reduction in traffic speeds. Signed only schemes are therefore only appropriate for areas where traffic speeds are already low and is only recommended where the 85<sup>th</sup> percentile is at or below 24mph. The Cabinet Member will also be

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PART I – MEMBERS, PUBLIC AND PRESS

aware that the Metropolitan Police do not support any 20mph schemes which are not 'self enforcing'; in other words, where the natural speed of traffic is already around 20mph. Clearly a 'signed-only' scheme for Sidmouth Drive would not meet this criterion so if the removal of the raised tables were to be considered then this would also result in the removal of the 20mph scheme.

5 In a separate email to one of the local Ward Councillors, the lead petitioner suggests that the recently installed enforcement cameras have been ineffective in reducing the movement of heavy good vehicles along Sidmouth Drive. Officers have discussed this matter directly with colleagues in the Council's Parking Enforcement Team. They have advised that since the introduction of camera enforcement in Sidmouth Drive, the number of goods vehicles that are contravening the weight limit has reduced by 44% with approximately 40 penalty charge notices being issued on a weekly basis and the numbers continue to fall.

6 It has also been suggested that preventing commercial vehicles from using Sidmouth Drive could be achieved by installing bollards at either end of the road. It is not clear from the petition exactly where the petitioners believe these bollards should go but it should be remembered that any measures to restrict commercial vehicles could also restrict fire appliances, refuse vehicles and other goods vehicles that have a legitimate need to use the road.

7 It is therefore 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.

### **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 for the proposal to discuss with petitioners their request to review measures to prevent commercial vehicles from using Sidmouth Drive, 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.

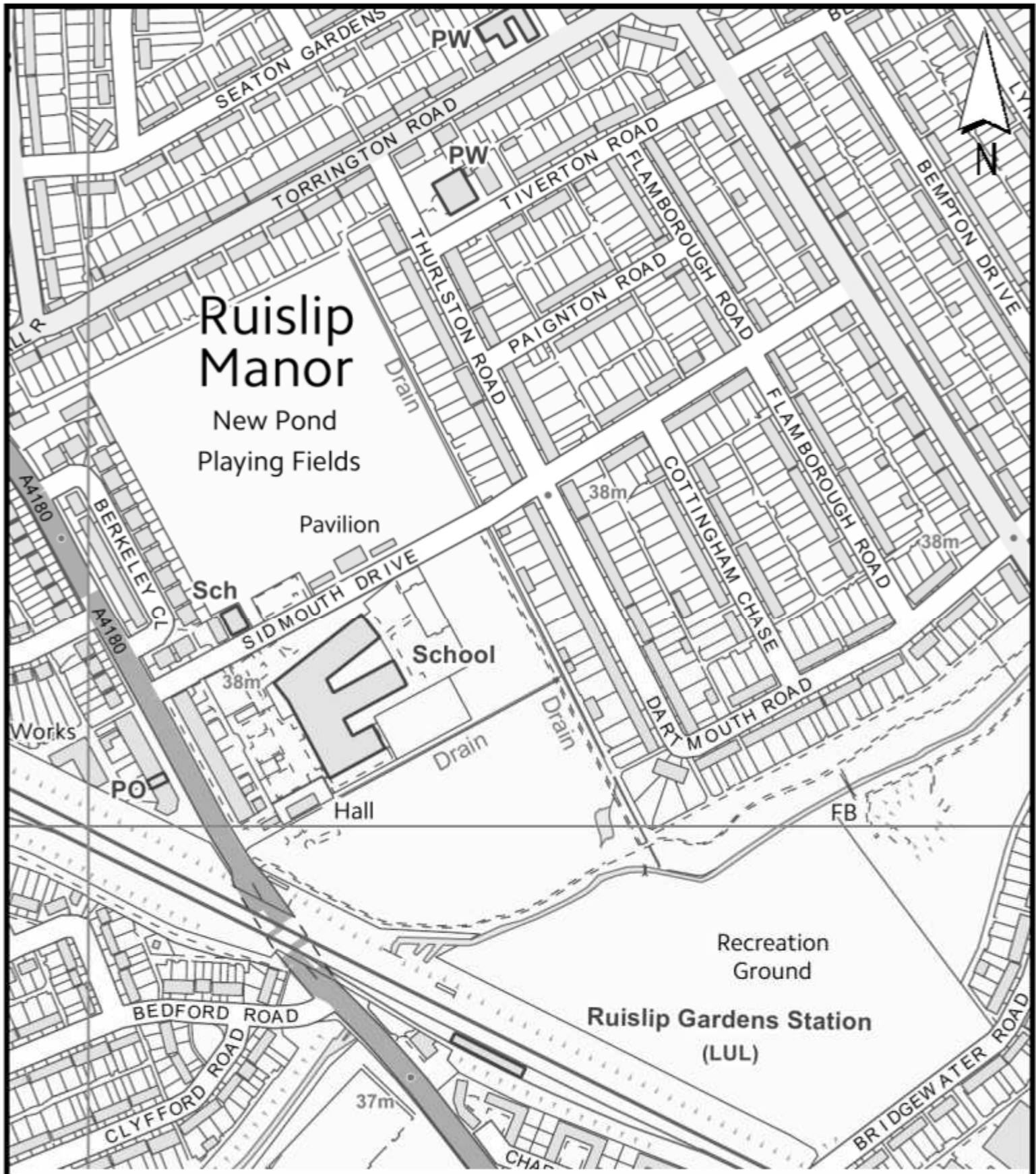
## **Corporate Property and Construction**

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

## **6. BACKGROUND PAPERS**

None.





Sidmouth Drive, Ruislip - Location plan

Appendix A

Date February 2016

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## 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

### 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.

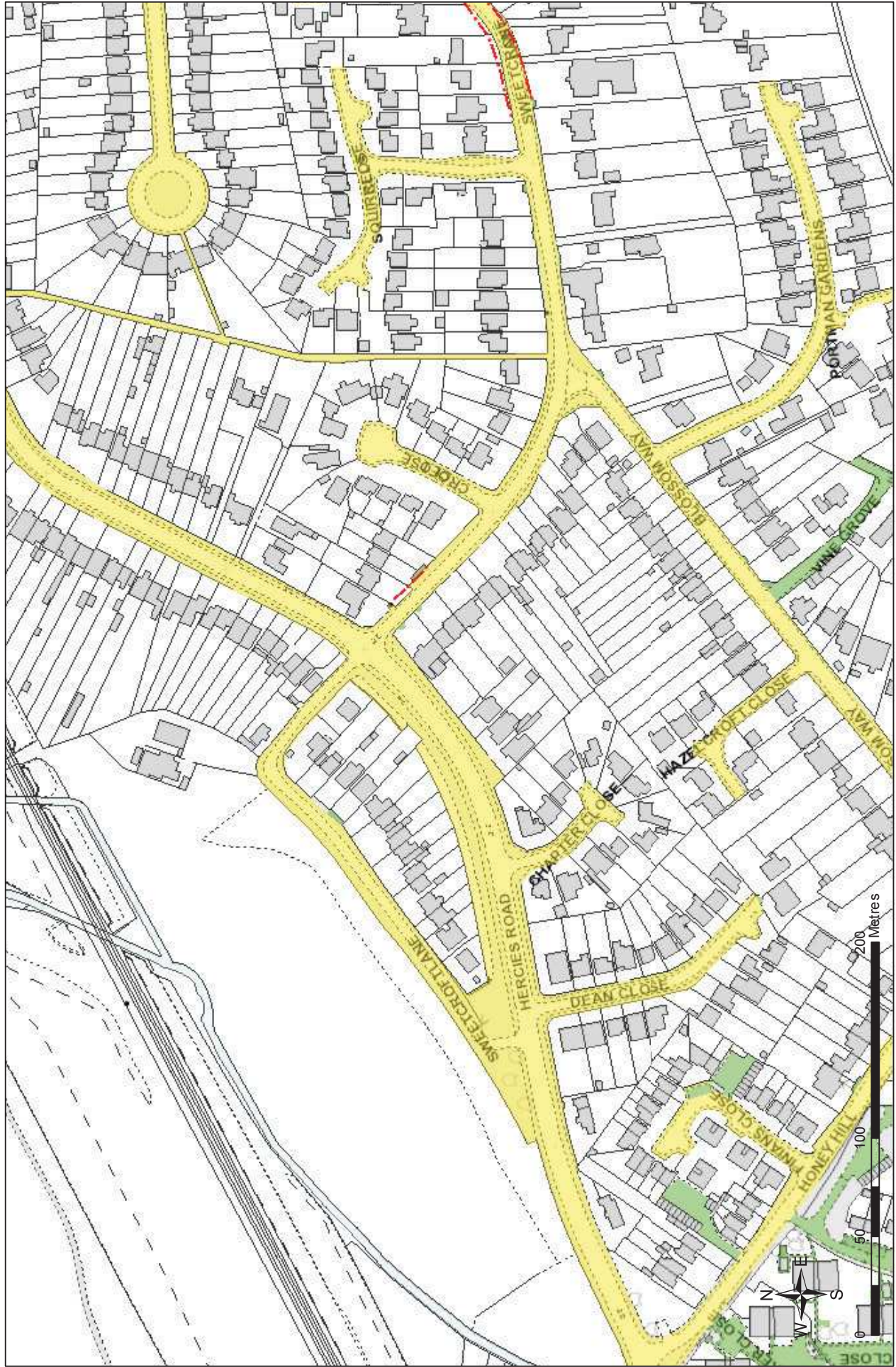
### **Relevant Service Groups**

None at this stage.

## **6. BACKGROUND PAPERS**

None.

# APPENDIX A - location plan



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# Agenda Item 6

## VINE LANE AND HONEY HILL, 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

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a Petition and to discuss with petitioners any courses of action.
<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 Vine Lane and Honey Hill;
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 and;
3. Subject to the outcome of the above, if appropriate, considers adding the petitioners' request to the Council's Road Safety Programme for further investigation.

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PART I – MEMBERS, PUBLIC AND PRESS

## 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 98 valid signatures has been submitted to the Council under the following heading:

*"Residents' Petition to address the excessive speeds of traffic moving up and down Vine Lane and Honey Hill at all times but especially from 7:30am to 9am and 3:30pm to 7:30pm.*

*Traffic entering Vine Lane from the Uxbridge Road accelerates as it rounds the corner by the Vine Public House, then "thunders" down Vine Lane until forced to slow down at the existing width restrictions. Traffic then accelerates down Honey Hill.*

*A need for effective speed restrictions along the length of the whole road (i.e. Sleeping Policemen, speed bumps and cameras) is urgent and essential if accidents involving both cars and pedestrians are to be prevented"*

2. Some helpful suggestions have been put forward by the petitioners which officers could investigate further and subject to the outcome of discussions are:-

- *"Build-outs or alternative parking spaces on either side of the road, so that traffic does not have a straight run and does not use the pavement.*
- *A mini roundabout at The Rise / Chetwynd Drive / Vine Lane junction, which would be constructed so that vehicles cannot drive over it.*
- *Review of the double yellow lines on Honey Hill and a continuation of the 20mph speed limit for the whole of Vine Lane and Honey Hill.*
- *Re-design of the mini-roundabout at the Blossom Way junction so that it is more effective. (Currently traffic coming down Vine Lane has a free run as no contact is made with the roundabout).*
- *A more prominent speed sign at the entrance to Vine Lane from the Uxbridge Road.*
- *A zebra crossing at the south end of Vine Lane to facilitate pedestrians crossing by the Vine Public House. This would require a flashing traffic warning sign before the turning to Vine Lane.*

- *A mini roundabout at the junction of Vine Lane and Court Park. (Currently, traffic turning left or right is largely 'blind' to oncoming traffic).*
- *Alternatively parking on Central Avenue, Hayes, has been suggested as a model".*

3. Vine Lane is a mainly residential road which has an existing 20mph zone between the junction with Honey Hill and a point to the north of the junction with Cedars Drive. The existing measures include chicanes, priority working and raised tables. A location plan is attached as Appendix A to this report.

4. To assist with investigations concerning the speed of vehicles using Vine Lane and Honey Hill, it is recommended that the Cabinet Member considers asking officers to commission an 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.

5. It is therefore recommended that the Cabinet Member meets the petitioners and listens to their concerns and decides if their request should be added to the Council's Road Safety Programme for further detailed 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 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 traffic calming measures in Vine Lane and Honey Hill, 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 at that time.

### **Corporate Property and Construction**

None at this stage.

### **Relevant Service Groups**

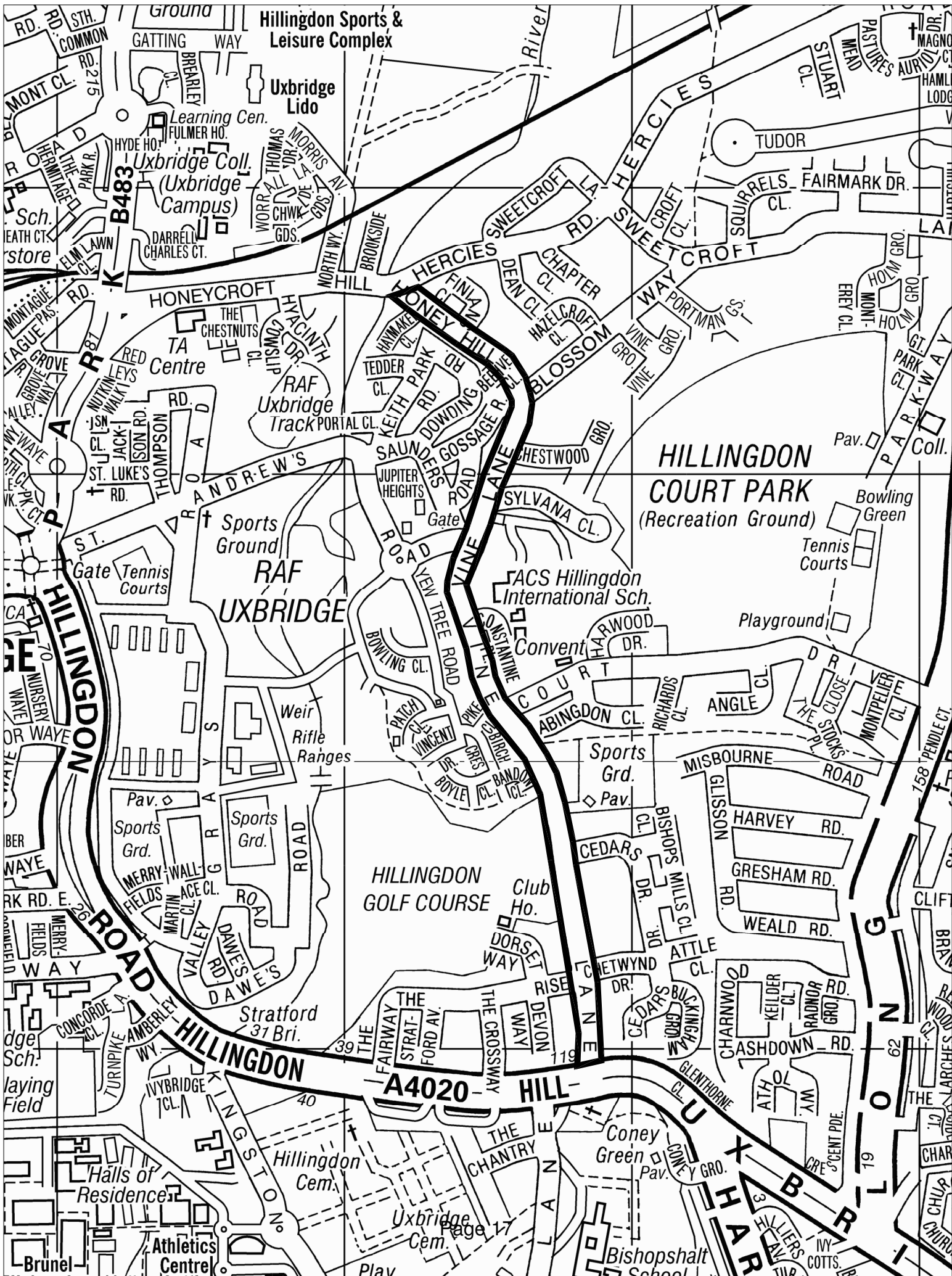
None at this stage.

## **6. BACKGROUND PAPERS**

None.

# Appendix A

## Vine Lane & Honey Hill



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## PETITION REQUESTING A FORMALISED FOOTWAY PARKING SCHEME TO BE INTRODUCED IN BRIDGE WAY, ICKENHAM

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

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that a petition has been submitted from residents of Bridge Way, Ickenham asking for a formalised footway parking scheme to be implemented in their road.
<b>Contribution to our plans and strategies</b>	The request can be considered in association with the Council's criteria for Footway Parking Exemption Schemes.
<b>Financial Cost</b>	There are no financial implications associated with the recommendation 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) Considers the concerns raised by petitioners with footway parking in Bridge Way, Ickenham.**
- 2) Notes that the creation of a formalised parking scheme will result in an overall reduction of parking capacity in comparison with the present unregulated situation.**
- 3) Subject to further discussion with petitioners asks officers to investigate further the request for a formalised footway parking scheme in Bridge Way and to report back to the Cabinet Member and Local Ward Councillors on the feasibility of a scheme.**

## Reasons for recommendation

From initial investigation the width of the footway would not appear sufficient to provide a formal footway parking scheme to take place in accordance with Council practice.

## Alternative options considered / risk management

None as the petitioners made a specific request for a formalised footway parking scheme.

## Policy Overview Committee comments

None at this stage.

## **3. INFORMATION**

### Supporting Information

1. A valid petition with 29 signatures has been received from residents of Bridge Way under the following heading:

*"Restricted parking in Bridge Way, Ickenham retaining the right to park on the pavement.*

*A 2-hour "No Parking" enforcement from 11am- 1pm Monday to Friday with parking allowed outside of these hours partly on the footpath as illustrated with residents permission to park at these times".*

The petition represents 13 out of the 19 properties in the road.

2. Bridge Way is a mainly residential road just a short walk to Hillingdon London Underground Station and is shown on the location plan attached as Appendix A to this report. Bridge Way has footways of approximately 1.25 to 1.5 metres wide which are made up mostly of a tarmac surface. The carriageway is between 5 and 11 metres at its widest point.

3. There is already an existing footway parking exemption in operation in Bridge Way which was implemented in June 2003 following representations made by residents of the road requesting that they be allowed to park partially on the footway. At the time the Council's normal criteria was to allow parking provided 1.5 metres of footway remained for pedestrian access. However, due to the relatively small number of properties in Bridge Way the decision was made at the time to exempt this road and to reduce the available remaining footway to 1.0 metre on both sides. As a consequence of the above, footway parking enforcement has been suspended.

4. It has been mentioned by petitioners that they would like a footway parking scheme operational between 11am and 1pm, Monday to Friday for residents only during these times. It would therefore appear that effectively residents are requesting a residents' permit parking scheme in their road. Following a site visit to Bridge Way, officers noted that the majority of properties have dropped kerbs which provide access and egress to off-street parking. It was also noted that there are some sections of the road where footway parking could not be considered where there are service covers, lamp posts, trees and other street furniture. As a



result it is inevitable that a formalised scheme will significantly reduce the overall amount of parking in Bridge Way.

5. If the Cabinet Member was to decide for Bridge Way to be added to the Council's forward programme for Footway Parking Schemes, the next stage is to undertake detailed investigation as to what utilities such as gas, water, telephone or electricity mains may be impacted by a footway scheme. Subject to the results of this investigation, a detailed design for formal consultation could be developed. The Cabinet Member will be aware that there is a large programme for these schemes and it is suggested the request for Bridge Way be added to the forward programme for the rationalisation of existing footway parking schemes.

### **Financial Implications**

Investigation, design and consultation are undertaken within normal staff resources. The cost of introducing parking schemes will depend on the final details and this would not be known until consultation and more detailed investigation has been completed. The eventual cost of the work will need to be funded 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 following further detailed investigation a formal footway parking scheme can be recommended, then all residents of Bridge Way will eventually be consulted on proposals.

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

Corporate Finance has reviewed this report and concurs with the financial implications set out above, noting there are no direct financial implications arising from the recommendations.

### **Legal**

There are no special legal implications for the proposal, which amounts to an informal consultation. A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage. Fairness and natural justice requires that there must be no predetermination of a decision in advance of any wider 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. Accordingly, the Council must balance the concerns of the objectors with its statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

Should the outcome of the informal discussions with petitioners require that officers add the request to either the Council's overall parking programme or the Council's Road Safety Programme for subsequent investigation there will need to be consideration of Highways Act 1980, the Road Traffic Regulation Act 1984, the Traffic Signs Regulations and General Directions 2002, which govern road traffic orders, traffic signs and road markings.

### **Corporate Property and Construction**

None at this stage.

### **Relevant Service Groups**

None at this stage.

## **6. BACKGROUND PAPERS**

None.



## Bridge Way, Ickenham - Area plan

## Appendix A

Date April 2016

Scale 1:4,000



HILLINGDON  
LONDON

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## PETITION REQUESTING RESIDENTS' PARKING IN VICTORIA CLOSE, HAYES.

<b>Cabinet Member(s)</b>	Councillor Keith Burrows
<b>Cabinet Portfolio(s)</b>	Cabinet Member for Planning, Transportation and Recycling
<b>Officer Contact(s)</b>	Steven Austin Residents Services 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 residents' parking to be introduced in Victoria Close, Hayes.
<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>	Botwell

### 2. RECOMMENDATION

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

1. Listens to their request for a Parking Management Scheme to be introduced in Victoria Close, Hayes
2. Subject to the outcome of the above, decides if the request for a Parking Management Scheme in Victoria Close and possibly roads in 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 22 valid signatures has been submitted to the Council signed by residents of Victoria Close and represents 12 out of the 14 properties in the close (86%). In an attached statement the lead petitioner sets out residents' concerns as:

*"Vehicles blocking the road at the entrance to the close, meaning ambulances and delivery vehicles are unable to enter. Vans and cars parked on the grass area thereby ruining it. Vehicles left for 1-3 weeks instead of parking at the airport in the holiday season. Elderly residents unable to park near their homes or in the close even."*

2. Attached as Appendix A is an area plan showing Victoria Close. Petitioners have helpfully attached some photographs to their petition and have specifically requested *"yellow lines and a Parking Management Scheme"*. (Appendix B)

3. Victoria Close is a residential cul-de-sac comprising mainly of bungalows that do not appear to benefit from access to off-street parking. The lead petitioner has indicated that non-residential parking in the close is associated with the airport. However, it is not immediately obvious why Victoria Close would be an attractive place to park for the airport as the nearest direct bus route is the A10 which is approximately a 10 minute walk away. Site observations undertaken by Council officers have shown that parking in the roads surrounding Victoria Close is at or near capacity.

4. 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 Victoria Close. 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 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**

If the Council subsequently investigates the feasibility to introduce parking restrictions in Victoria Close 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, which amounts to an informal consultation. A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage. Fairness and natural justice requires that there must be no predetermination of a decision in advance of any wider consultation.

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

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

### **Corporate Property and Construction**

None at this stage.

### **Relevant Service Groups**

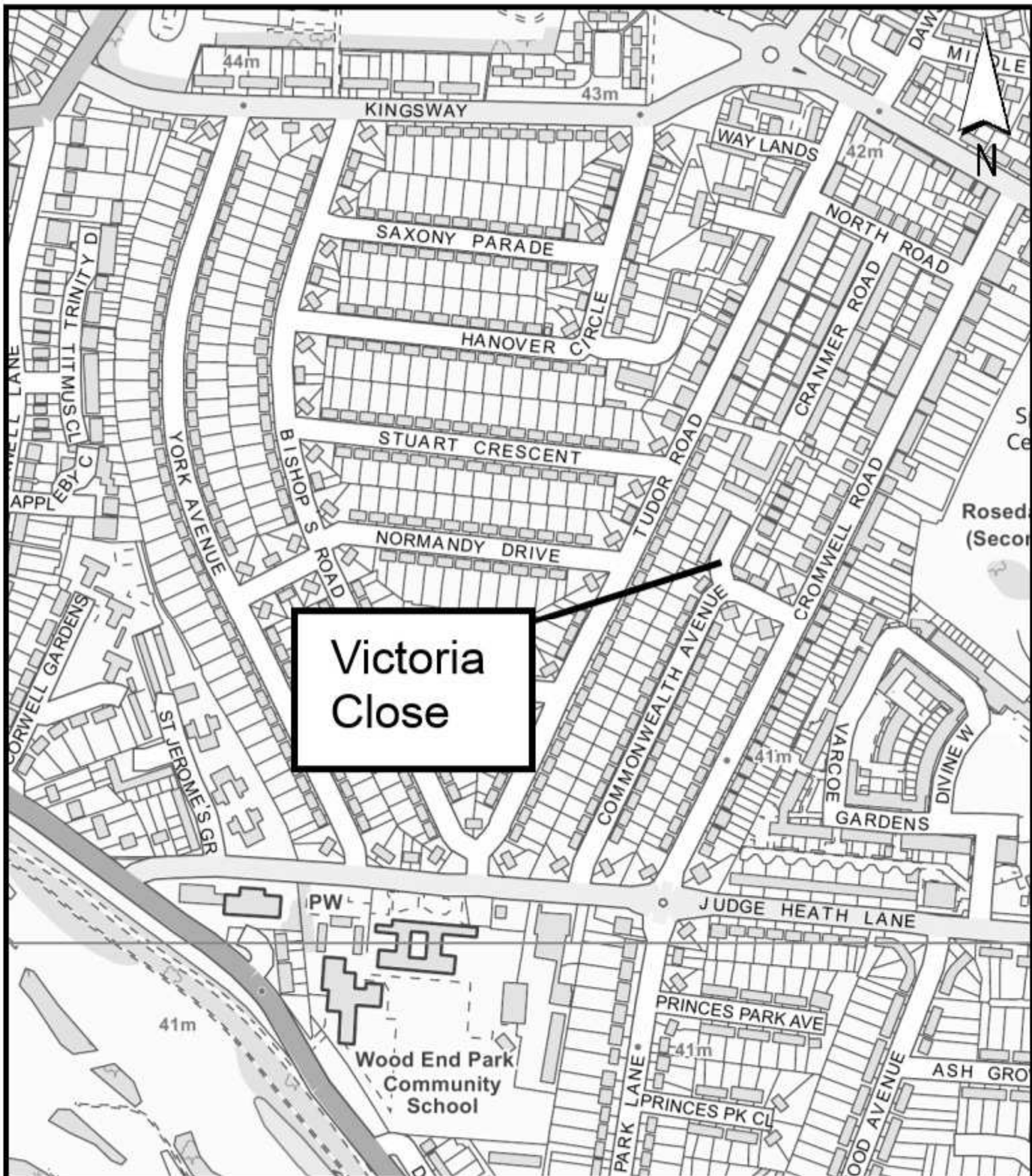
None at this stage.

## **6. BACKGROUND PAPERS**

None.

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Victoria Close, Hayes - Location plan

Appendix A

Date April 2016

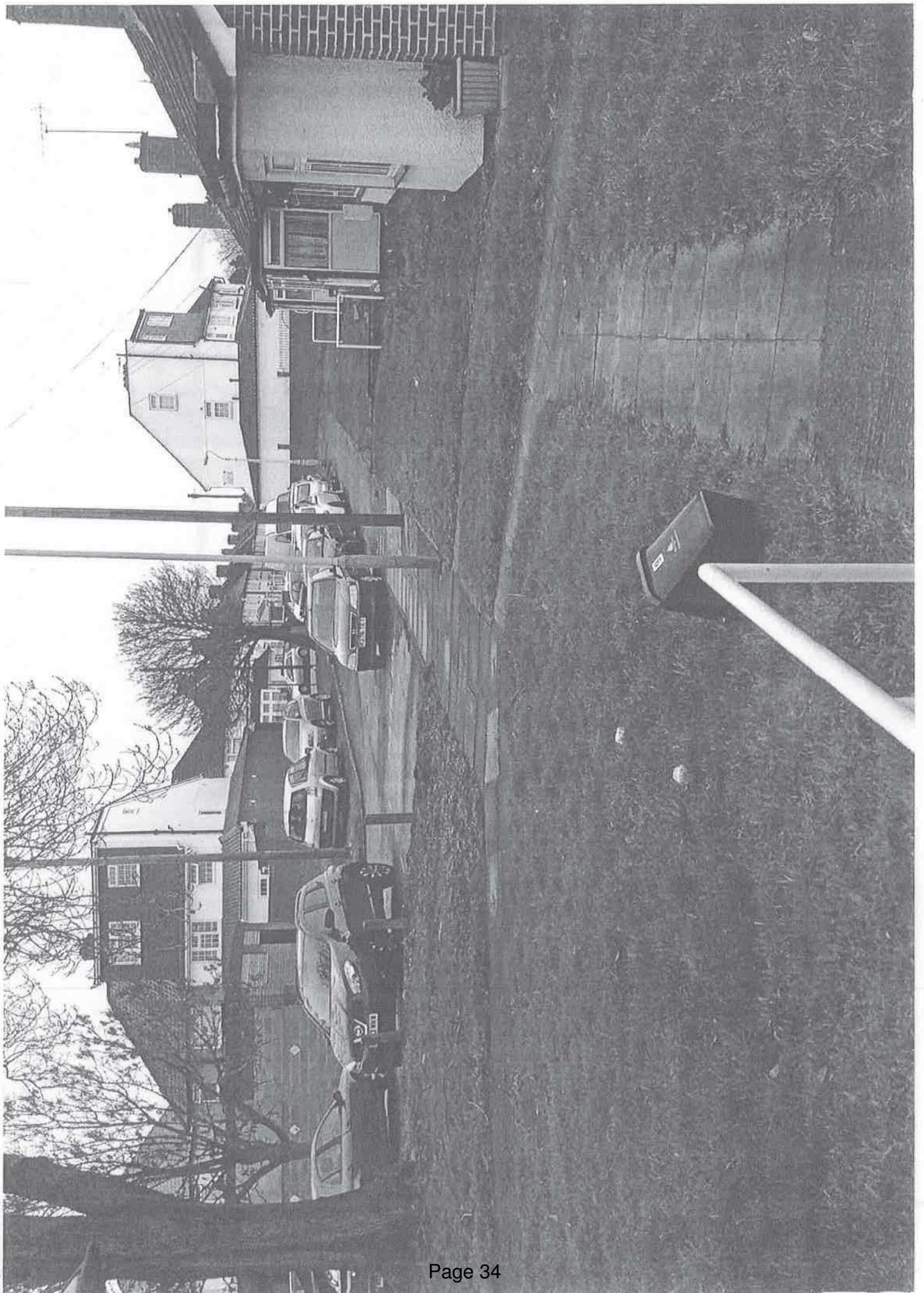
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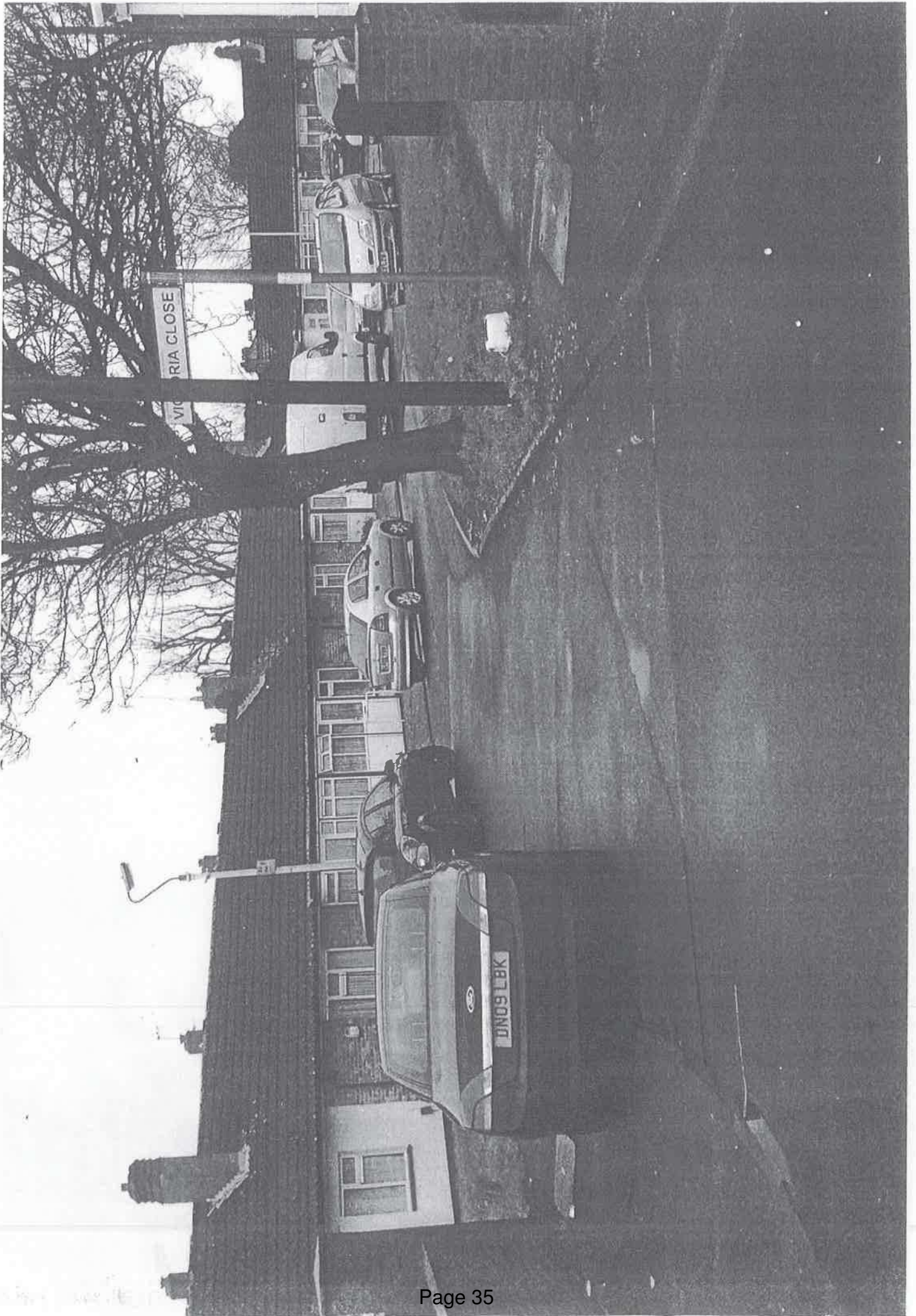
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