



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Planning and Transportation

Date: WEDNESDAY, 15 JULY
2009

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 and Transportation

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
to support or listen to your views.

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.

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request. Please contact us for
further information.**

Published: Tuesday, 7 July 2009

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<http://lbh-modgov:9071/ieListMeetings.aspx?CId=252&Year=2009>

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Agenda

PART 1 - MEMBERS, PUBLIC AND PRESS MAY ATTEND

- 1 To confirm that the business of the meeting will take place in public.
- 2 To consider the report of the officers on the following petitions received.

	Start Time	Title of Report	Ward	Page
3	7.00 p.m.	Field End Road, Ruislip - Petition Requesting Zebra Crossing between Ferncroft Avenue and Woodlands Avenue	Cavendish;	1 - 24
4	7.00 p.m.	Merryfields, Uxbridge - Petition Requesting Residents Parking Scheme	Brunel;	25 - 30
5	7.30 p.m.	Myrtleside Close, Northwood - Petition Requesting Parking Restrictions for Non-Residents	Northwood;	31 - 36
6	8.00 p.m.	Waltham Avenue, Hayes - Petition to Stop or Restrict Non-Residential Parking	Pinkwell;	37 - 42
7	8.00 p.m.	Vine Lane and Chetwynd Drive, Uxbridge - Petition Requesting to be included in the Hillingdon Parking Scheme	Uxbridge North;	43 - 50

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Agenda Item 3

TITLE: FIELD END ROAD, EASTCOTE – PETITION REQUESTING A ZEBRA CROSSING

Cabinet Member

Councillor Keith Burrows

Cabinet Portfolio

Planning and Transportation

Officer Contact

Catherine Freeman

Papers with report

Appendices A-G

HEADLINE INFORMATION

Purpose of report

To inform the Cabinet Member that a petition of 73 signatures has been received from local residents requesting the installation of a zebra crossing on Field End Road, near the junction with Ferncroft Avenue and Woodlands Avenue, Eastcote. This report also informs the Cabinet Member of the receipt of objections to proposals for a zebra crossing, and a consultation exercise carried out with residents in the local area. The Council has developed three options for the location of the proposed zebra crossing on Field End Road for the Cabinet Member to consider.

Contribution to our plans and strategies

The request for a zebra crossing on Field End Road has been considered in relation to the Council's strategy for road safety

Financial Cost

The estimated cost of Option 1 is £23,785; Option 2 is estimated to cost £37,720 and Option 3 is estimated to cost £50,878

Relevant Policy Overview Committee

Residents' & Environmental Services

Ward(s) affected

Cavendish Ward

RECOMMENDATION

That the Cabinet Member:

1. Notes the petition request
2. Acknowledges the objections to proposals for a zebra crossing
3. Meets with and listens to the petitioners' request for a zebra crossing
4. Considers the responses to the informal consultation for the installation of a zebra crossing at Option 1 which is a location approximately 10 metres north-west of

PART 1 – MEMBERS, PUBLIC AND PRESS

Ferncroft Avenue (Appendix C) and Option 2 which is a location approximately 40 metres north-west of the south-eastern arm of Woodland Avenue (Appendix D)

- 5. Asks officers to develop Option 3 which proposes to install a zebra crossing on Field End Road at the southern arm of Ferncroft Avenue, as shown on Appendix G, and report back to the Cabinet Member**

Reasons for recommendation

To investigate in further detail the request of the petitioners and the objections put forward by local residents

Alternative options considered

Options will be discussed with the petitioners.

Comments of Policy Overview Committee(s)

None at this stage

Supporting Information

1. In October 2008 the Council received a petition with 73 signatures requesting the installation of a zebra crossing on Field End Road, near the junction with Ferncroft Avenue and Woodlands Avenue. The petitioners include parents and relatives of children attending Newnham Primary School.
2. Field End Road is a local distributor road, predominantly residential, and is the main north - south route for motorists in the Northeast of the Borough. Newnham Primary School is on Newnham Avenue which is a residential road located north-east of Field End Road, as shown in Appendix A.
3. The Council's monitoring programme of road accidents highlighted a relatively high number of personal injury accidents that had taken place on Field End Road, between Southbourne Gardens and Whitby Road during the three-year period ending in December 2005. A feasibility study was conducted to identify potential accident remedial measures. From this a Local Safety Scheme was developed and included in the Council's Local Implementation Plan (LIP) submission to Transport for London (TfL) for 2007/2008.
4. The bulk of the Local Safety Scheme on the section of Field End Road between the junctions of Southbourne Gardens and Whitby Road was completed in September 2008 and included the implementation of kerb buildouts, traffic islands and centre hatching, which aim to moderate vehicle speeds and alter motorists' perception of the road. This scheme initially included the provision of a 'one entry only' into Ferncroft Avenue from Field End Road, as well as the provision of a zebra crossing on Field End Road between the junctions of Woodlands Avenue and Ferncroft Avenue. The zebra crossing was proposed to provide a safe crossing facility in the desire line of pedestrians that travel to and from Newnham Primary School.

5. A proposal for a zebra crossing located between numbers 381/383 and 396 Field End Road was initially developed as part of the Local Safety Scheme which received approval from the Cabinet Member for Planning and Transportation on 22nd February 2008. The location of the proposed crossing was in response to an earlier petition submitted to the Council by representatives from Newnham Primary School requesting a safe place to cross on Field End Road. Formal notice was given of the Council's intentions to install a zebra crossing and the provision of the No-Entry working. Public notice under Section 23 of the Road Traffic Regulation Act was advertised on 2nd July 2008 for 21 days. Six objections to the location of proposed zebra crossing, as well as comments from the Metropolitan Police were received during this period. In addition, one objection to the proposed No-Entry working was received.
6. The objectors are generally in support of the need for a new crossing but are opposed to the proposed location due to its close proximity to four driveways. The objectors consider this location to be unsafe due to a number of potential conflicts that could occur between pedestrians using the crossing and drivers entering and exiting their driveways. Another reason for objection is due to the close proximity of the proposed crossing to the junction with Ferncroft Avenue. One objector stated that vehicles turning left out of Ferncroft Avenue often do not slow down at the junction with Field End Road and proceed to turn without looking left as they are not expecting an obstruction in this direction. Three of the objectors are concerned that mature trees present on either side of the proposed zebra crossing will make visibility hazardous for both drivers and pedestrians. One of the objectors is concerned that there will be a restricted view of the crossing for southbound vehicles due to vehicles waiting to turn right into Woodlands Avenue, as well as a restricted view of the crossing for northbound vehicles due to vehicles waiting to turn right into the service road fronting numbers 385 to 407 Field End Road. This objector is also concerned that there will be a build-up of pedestrians adjacent to the carriageway outside number 381 Field End Road, meaning a risk of collisions between vehicles and pedestrians who accidentally step on to the carriageway. Also three of the objectors are concerned that the implementation of the proposed crossing will affect house prices in the immediate area.
7. The majority of objectors stated that they were not adequately consulted on the proposal and recommended that the Council re-considers the location for the proposed crossing. All six objectors suggested that the new zebra crossing is installed at the location of the existing pedestrian refuge at the junction with Ferncroft Avenue. One of the objectors stated that residents have been using this uncontrolled crossing for many years and drivers using Field End Road on a regular basis also know that vehicles stop to let pedestrians cross at this point. In addition, the position of this crossing is on the desire line and has large areas at both ends for pedestrians to dissipate away from the edge of the road. Another objector suggested an alternative location, north-west of Woodlands Avenue which would support school children accessing Woodlands Avenue from Field End Road. The objector stated that this location is very close to the bus stops and is adjacent to a public footpath from Ruislip Manor / Bessingby Park area.
8. The North West Traffic Management Unit of the Metropolitan Police was consulted on the proposed zebra crossing scheme. Whilst agreeing in principle with the installation of zebra crossings as a road safety measure, the Police have noted problems with the location of the proposed crossing on Field End Road. The Police are concerned that the crossing is too close to the junctions with Woodlands Avenue, Ferncroft Avenue and the service road fronting property numbers 385 to 407 Field End Road. There are concerns that the

proposed crossing is too close to existing vehicle crossovers and many of the possible turning movements for vehicles entering and existing these driveways may come into conflict with pedestrians using or waiting to use the crossing. In addition, there is concern that the existing trees surrounding the crossing will restrict visibility for both drivers and pedestrians. Due to these concerns, the Police do not support the installation of a formalised crossing at this location. The Police stated that the existing uncontrolled pedestrian crossing at the junction with Ferncroft Avenue appears to be a better location for a formalised crossing.

9. During July 2008 two options for a zebra crossing on Field End Road were reviewed in a Stage 1/2 Road Safety Audit carried out independently by TfL. Option A was for a zebra crossing to be installed at the location initially proposed, between numbers 381/383 and 396 Field End Road. Option B was for the installation of a zebra crossing at the location of the existing pedestrian refuge at the junction with Ferncroft Avenue, as shown on Appendix B. Option B was considered in response to comments from the objectors and Police.
10. The Safety Audit report raised concern with the location of Option B. As shown on Appendix B, the pedestrian refuge is currently located between two opposing right turn pockets and therefore traffic wishing to turn right will be manoeuvring to do so within the zebra crossing control area as defined by the zig-zag lines. The Safety Audit report states that this is undesirable because drivers may be distracted from the crossing by their right turn manoeuvres. In addition, the Safety Audit report states that there is a risk of head-on collisions occurring between opposing right turning vehicles. The Traffic Signs and General Directions 2002 do not permit right turn arrows to be laid within zig-zag lines. The Safety Audit report recommends that the zebra crossing should be re-located to a point where its operation will not be unduly affected by potential conflicts arising from other highway features. In response to the Safety Audit comments it was decided not to proceed with this option.
11. In relation to Option A, TfL's audit team have recommended the use of a pedestrian refuge island and the removal of an adjacent tree to help make the crossing more visible. The Tree Officer from the Council's Green Spaces team is in support of TfL's recommendation as a new tree can be re-planted on this section of Field End Road. The objectors and Police are concerned that Option A is too close to the junctions of Ferncroft Avenue, Woodlands Avenue and the service road fronting property numbers 385 to 407 Field End Road. However, the Cabinet Member may be aware that guidance from the Department for Transport within Local Transport Note 2/95 "The Design of Pedestrian Crossings" suggests that a zebra crossing should be located at a minimum distance of 5m from a junction. The location of Option A meets this guidance.
12. In response to the six objections, the Council assessed alternative locations for the proposed crossing. An option for a zebra crossing located approximately 40 metres north-west of Woodlands Avenue was investigated. This option would require the re-location of an adjacent bus stop as well as the removal of a parking bay on the western side of Field End Road, adjacent to the car park next to The Cavendish. A Stage 2 Road Safety Audit carried out independently by TfL in October 2008 also recommended the removal of an adjacent tree to help improve visibility of the crossing.
13. Subsequently in October 2008 the Council received a petition with 73 signatures from local residents requesting the installation of a zebra crossing on Field End Road at the location

initially proposed (between no's 381/383 and 396 Field End Road). The petition letter states: *'In the past week over 50 people living in the area have signed a petition urging that the self interest of the few is set against the context of the wider community desire to see this crossing installed quickly and in the original location identified for the safety of all those who have need to cross this busy road'*.

14. In response to the objections and petition request, it was decided to carry out an informal consultation with local residents on the two feasible locations for the proposed zebra crossing on Field End Road. **Option 1** proposes a new crossing approximately 10 metres north-west of Ferncroft Avenue (between no's 381/383 and 396 Field End Road), as shown on Appendix C. **Option 2** proposes a new crossing approximately 40 metres north-west of the south-eastern arm of Woodland Avenue, as shown on Appendix D. A letter and questionnaire was delivered to approximately 375 households within an area determined by the help of the local Ward Councillors, as shown on Appendix E. The consultation letters were delivered on 6th March 2009 and the residents had until 3rd April 2009 to make comments. The reason for the wider consultation was to establish with reasonable certainty the level of demand within the local area for a zebra crossing, and at the same time offering an alternative location.
15. The Council received 191 responses to the informal consultation (51%) but 9 of these responses were outside of the consultation area and one household sent in two forms. Therefore, the Council received 181 valid responses to this consultation (48%). These consultation results are shown in Table 1 and indicate that there is a higher support for Option 1 (48%) compared to Option 2 (33%). A colour coded plan was produced showing the responses from each household, which was used to help analyse the consultation results. Support for the two options varies across the consultation area. However, the plan showed that six frontagers to the location of Option 1 are opposed to both options but six households on Field End Road in the service road opposite the junction with Ferncroft Avenue are in support of Option 1. In addition, Option 1 is the preferred Option for Newnham Primary School as this crossing is in the desire line for children and parents walking to and from School.

	No. of responses	Valid no. of responses	% of responses
Support options / agree need for a new crossing	167	157	86.7
Only agree need for crossing	6	4	2.2
Support / prefer Option 1	95	87	48.1
Support / prefer Option 2	60	60	33.2
Support both Options	6	6	3.3
Against both Options	24	24	13.2

Table 1: Informal consultation results

16. In May 2009 a site meeting was held with Council officers, three of the objectors and a local Ward Councillor to discuss the informal consultation results and to listen to their comments on the proposed options. The residents are in support of the need for a crossing but are opposed to the proposed locations, in particular Option 1. The residents highlighted their concerns with the close proximity of the proposed crossing to four driveways and the

junction with Ferncroft Avenue. One of the residents had designed a drawing showing a proposed zebra crossing at the location of the existing pedestrian refuge at the junction with Ferncroft Avenue. However, it was explained that TfL's Road Safety Auditors did not recommend this location for the reasons detailed in Paragraph 10. One of the residents suggested the employment of a lollypop man to help parents and children cross safely at the existing pedestrian refuge. At the meeting it was agreed that the Council would investigate the feasibility of a further option which would include the closure of the southern arm to Ferncroft Avenue and the installation of a zebra crossing near the existing pedestrian refuge at this junction.

17. Further investigations have included traffic counts and a pedestrian survey at the junction of Field End Road and Ferncroft Avenue. Traffic counts were undertaken on Thursday 11th June 2009 for the morning peak, school picking up time and evening peak. The results of the traffic surveys are shown on Appendix F, which indicate that a relatively low number of vehicles use the southern arm of Ferncroft Avenue but a relatively high number of vehicles turn left out of the northern arm of Ferncroft Avenue onto Field End Road. Site observations have shown that a relatively high number of parents with children and pushchairs cross Field End Road at the junction of Ferncroft Avenue using the pedestrian refuge at this location.
18. Following the site meeting with the objectors and local Ward Councillor, the Council developed a design for Option 3 which proposes a zebra crossing south of the existing pedestrian refuge at the junction with Ferncroft Avenue, as shown on Appendix G. This Option requires the closure of the southern arm of Ferncroft Avenue in order to address the concerns raised by TfL's Road Safety Auditors in response to an earlier proposal, as detailed in Paragraph 10. Option 3 proposes to locate the zebra crossing south of the existing pedestrian refuge so that a right turn bay can be provided for vehicles waiting to turn into Ferncroft Avenue. As discussed in Paragraph 10, the Traffic Signs and General Directions 2002 do not permit right turn arrows to be laid within zig-zag lines. Option 3 also recommends a 'No Entry' working for vehicles turning from Field End Road into the north-western end of the service road fronting property numbers 385 to 407 Field End Road. This will prevent potential conflicts between vehicles turning right into the northern arm of Ferncroft Avenue and vehicles turning right into the north-western end of the service road. This location for the crossing is in the desire line for pedestrians walking to and from Newnham Primary School and also addresses the concerns put forward by the residents opposed to the proposed crossing located 10 metres north-west of Ferncroft Avenue (between no's 381/383 and 396 Field End Road).
19. It is recommended that the Cabinet Member asks officers to develop Option 3, as shown on Appendix G. The feasibility of this option primarily depends on the Stage 1/2 Road Safety Audit which the Council has requested TfL to carry out. If available in time, this information will be presented at the Petition Hearing Meeting. Further investigations would also include informally consulting with the directly affected residents; in particular those directly affected by the proposed 'No Entry' working at the north-western end of the service road. Subsequently the proposal would require Public notice under Section 23 of the Road Traffic Regulation Act to be advertised for 21 days, and any objections would need to be considered by the Council.
20. It is also recommended that the Cabinet Member considers the responses to the informal consultation for the installation of a zebra crossing at Option 1 which is a location

approximately 10 metres north-west of Ferncroft Avenue (between no's 381/383 and 396 Field End Road) and Option 2 which is a location approximately 40 metres north-west of the south-eastern arm of Woodland Avenue. The results of the informal consultation showed that there was higher support from local residents for Option 1 compared to Option 2. In addition, the petitioners requested the installation of a zebra crossing at the location of Option 1. Further investigations have indicated that a pedestrian refuge may not be feasible for Option 1 due to the location of the adjacent vehicle crossover. The installation of a pedestrian refuge was recommended by TfL's Road Safety Auditors to improve visibility of the crossing, however the installation of Zebrite Belisha beacons could be considered instead. Option 2 would provide a safe crossing facility for school children accessing the Cavendish Sports Pavilion but this Option would require the re-location of an adjacent bus stop as well as the removal of a parking bay on the western side of Field End Road.

Financial Implications

The estimated cost of Option 1 is £23,785; Option 2 is estimated to cost £37,720 and Option 3 is estimated to cost £50,878.

Transport for London (TfL) have provided an allocation of £30,000 which can be used to fund the installation of this scheme in the 2009 / 2010 LIP. The additional funding required for Options 2 & 3 could be requested from TfL or met from the Council's 2009/10 Road Safety Programme subject to the release of that programme from moratorium and approval from the Cabinet Member.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

It will allow further consideration of the petitioners' request for a zebra crossing on Field End Road and the objections put forward by local residents

Consultation Carried Out or Required

- Informal consultation carried out with local residents (6th March 2009 - 3rd April 2009)
- Section 23 Notice for Option 1 was advertised on 2nd July 2008 for 21 days
- Section 23 Notice would be required for Option 2 or Option 3
- The local Ward Councillors have been consulted. One of the Councillors stated that Option 3 appears to meet everyone's concerns and another Councillor has a preference for this Option.

CORPORATE IMPLICATIONS

Corporate Finance

None at this stage.

Legal

Consultation background and next steps

Option 1 has already been subject to statutory consultation, however it appears that there are new proposals that have only been subject to non-statutory consultation. The comparable positive and negative aspects of all three options are finely balanced.

Taking into account the development of the options has been dynamic in response to comments from residents, the Metropolitan Police and Transport for London, legal services are of the view that whichever option is preferred, it would be legally sound to consult on a statutory basis for all three options once again under the statutory procedures, and it would be legitimate for the Council to express a predisposition.

Consultation must be undertaken when proposals are still at a formative stage, must give sufficient reasons to permit the consultee to make a meaningful response, must allow adequate time for consideration and response, and the results of the consultation must be conscientiously taken into account in finalising any proposals. Fairness and natural justice requires that there must be no predetermination of a decision other than a legitimate predisposition to a certain conclusion: see R (Wainwright) v Richmond upon Thames London Borough Council [2001] EWCA Civ 2062, [2001] All ER (D) 422, and Bovis Homes Ltd v New Forest District Council [2002] EWHC 483 (Admin).

Legal Powers

In relation to a zebra crossing the Council has powers contained in the following:

- The zebra crossing will be introduced using its powers contained in The Road Traffic Regulation Act 1984 (“the Act”);
- The crossing shall be indicated in the manner prescribed in The Zebra, Pelican and Puffin Pedestrian Crossing Regulations and General Directions 1997 (“the Regulations”).

Section 23(2) of the Road Traffic Regulation Act 1984 provides that before establishing a crossing the local traffic authority shall: -

- I. Consult with the chief officer of police about their proposal to do so;
- II. Shall give public notice of that proposal to do so; and
- III. Shall inform the Secretary of State in writing.

When exercising their function conferred by or under the Act, the Council are under a duty imposed by section 122 of the Act to secure the expeditious, convenient and safe movement of vehicular and other traffic and the provision of suitable and adequate parking facilities on and off the highway. The Council must, so far as practicable, have regard to a number of matters set out in Section 122 (2), which are as follows: -

- I. The desirability of securing and maintaining reasonable access to premises.
- II. The effect on the amenities of any locality affected, including the importance of regulating and restricting the use of roads by heavy commercial vehicles so as to preserve or to improve the amenities of the areas through which the roads run.
- III. The National Air Quality strategy prepared under Section 80 of the Environmental Act 1995.
- IV. The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or wishing to use such vehicles.
- V. Any other matter appearing to the Local Authority to be relevant.

As stated above before establishing a crossing the Council must, inter alia, give public notice of the proposal. That duty encompasses a duty to consider representations received in response to such a notice.

The Council's powers to carry out these and other works are comprised in the Highways Act 1980 and the Road Traffic Regulation Act 1984. The crux is that exercising these powers with the object of improving highway safety is lawful, other relevant considerations such as the expeditious movement of traffic, amenity. If specific advice is required in relation to the exercise of individual powers, Legal Services should be instructed. For example, depending on the precise option decided upon and (if appropriate) implemented, then consideration ought to be given to whether the procedures under 90GA of the Highways Act 1980 should be followed. The procedures relate to certain traffic calming works in London such as overrun areas and pinch points.

The Road Traffic Regulation Act 1984 and the Traffic Signs Regulations and General Directions 2002 govern road traffic orders, traffic signs and road markings and there are no special circumstances drawn to our attention that would prevent the scheme proceeding provided that the appropriate statutory procedures are followed.

Corporate Property

None at this stage

Relevant Service Groups

None at this stage.

BACKGROUND PAPERS

- Petition received, dated 20th October 2008
- Cabinet Member report, 24th October 2007: Field End Road, Ruislip – Proposed Local Safety Scheme
- Cabinet Member decisions sheet published by the Cabinet Office on 22nd February 2008
- Road Safety Audit Stage 1/2: Field End Road, Southbourne Gardens to Boleyn Drive - Phase 3, Options 1 & 2
- Road Safety Audit Stage 2: Field End Road – Proposed zebra crossing northwest of Woodlands Avenue

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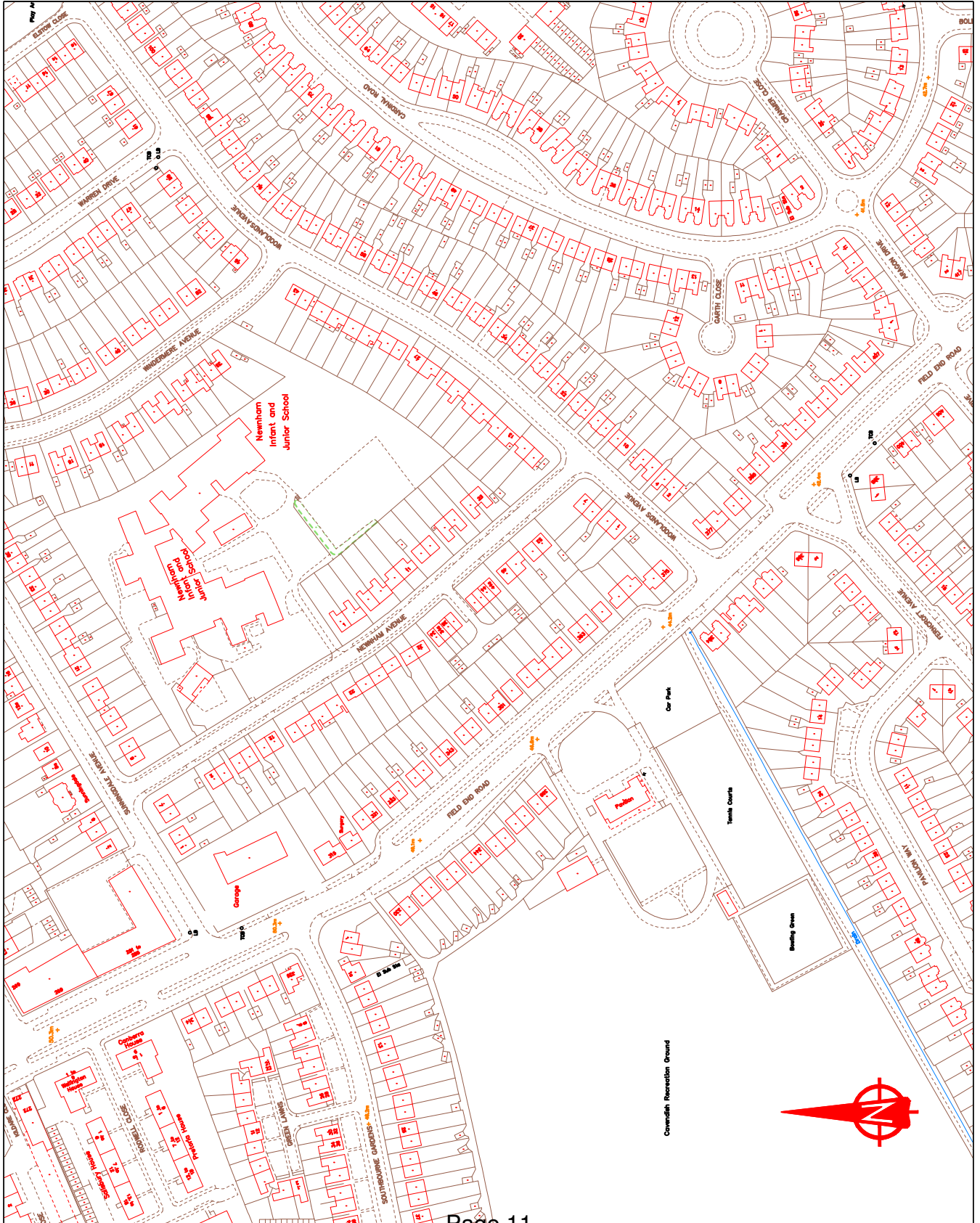
HILLINGDON
LONDON

Project: **Field End Road, Eastcote**

Location Plan

Description:

Scale	Drawn	Checked	(Initials/Date)	(Initials/Date)
NTS	CF	6/09		
Project No.	Drawing No.		Rev.	



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NOTES:

All Road Marking to Chapter 5 of "The Stop Manual 2003" and The Traffic Sign Regulation and General Direction 2002.

- EXISTING LAMP COLUMN
- RED ANTI SKID SURFACING
- PROPOSED ROAD MARKING
- EXISTING ROAD MARKING
- PROPOSED KERB ALIGNMENT
- EXISTING KERB ALIGNMENT
- DOUBLE YELLOW LINES
- PROPOSED GULLY
- EXISTING GULLY
- EXISTING BT POST
- PROPOSED BUFT TACTILE
- PROPOSED RED TACTILE
- NEW FOOTWAY

APPENDIX B

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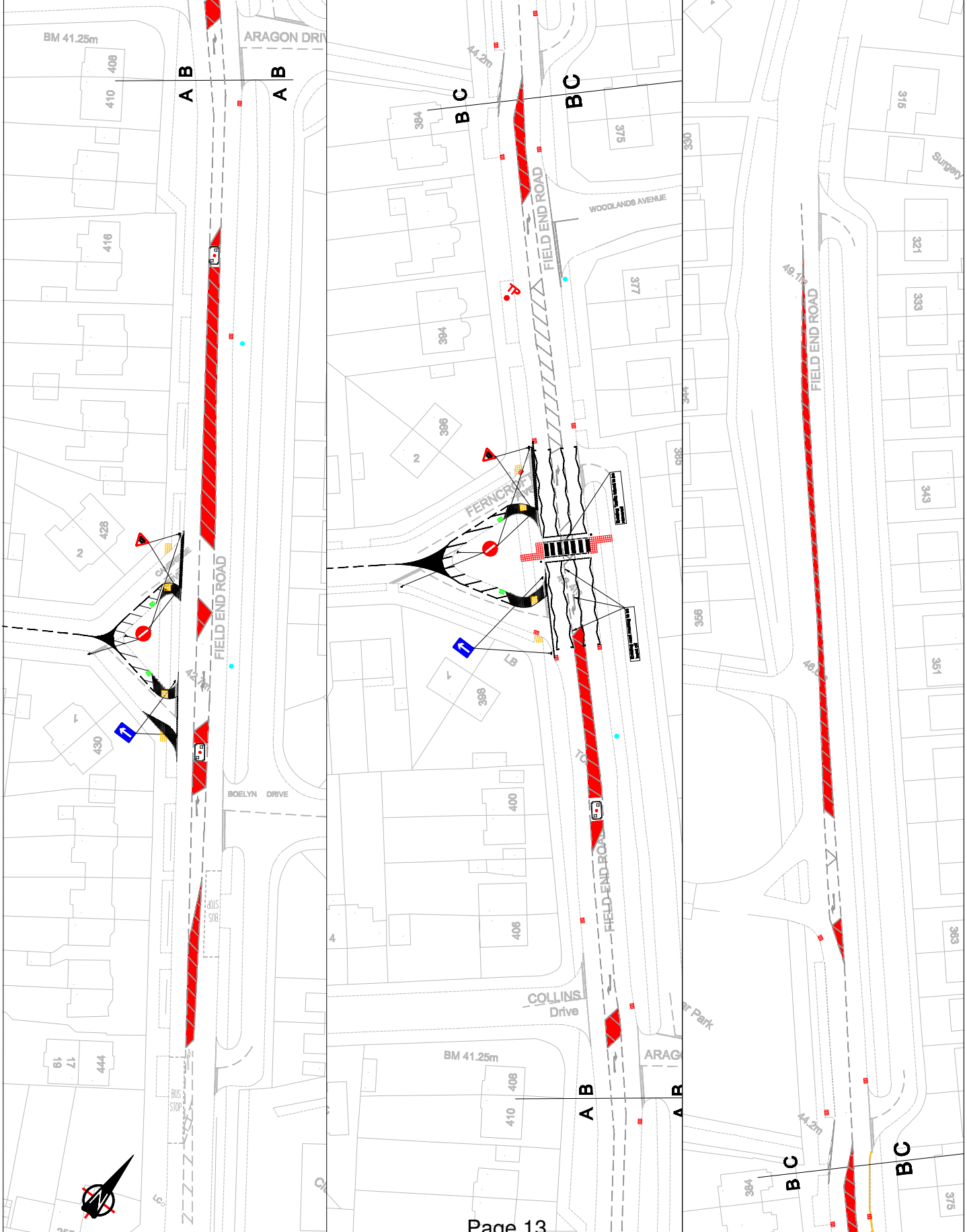


ENGINEERING CONSULTANCY ENVIRONMENT AND CONSUMER PROTECTION GROUP
CIVIL ENGINEERING
15, BRIDGE ROAD, SOUTHBOURNE, LONDON SW16 2LQ
Tel: 020 8752 2011 Fax: 020 8752 2019

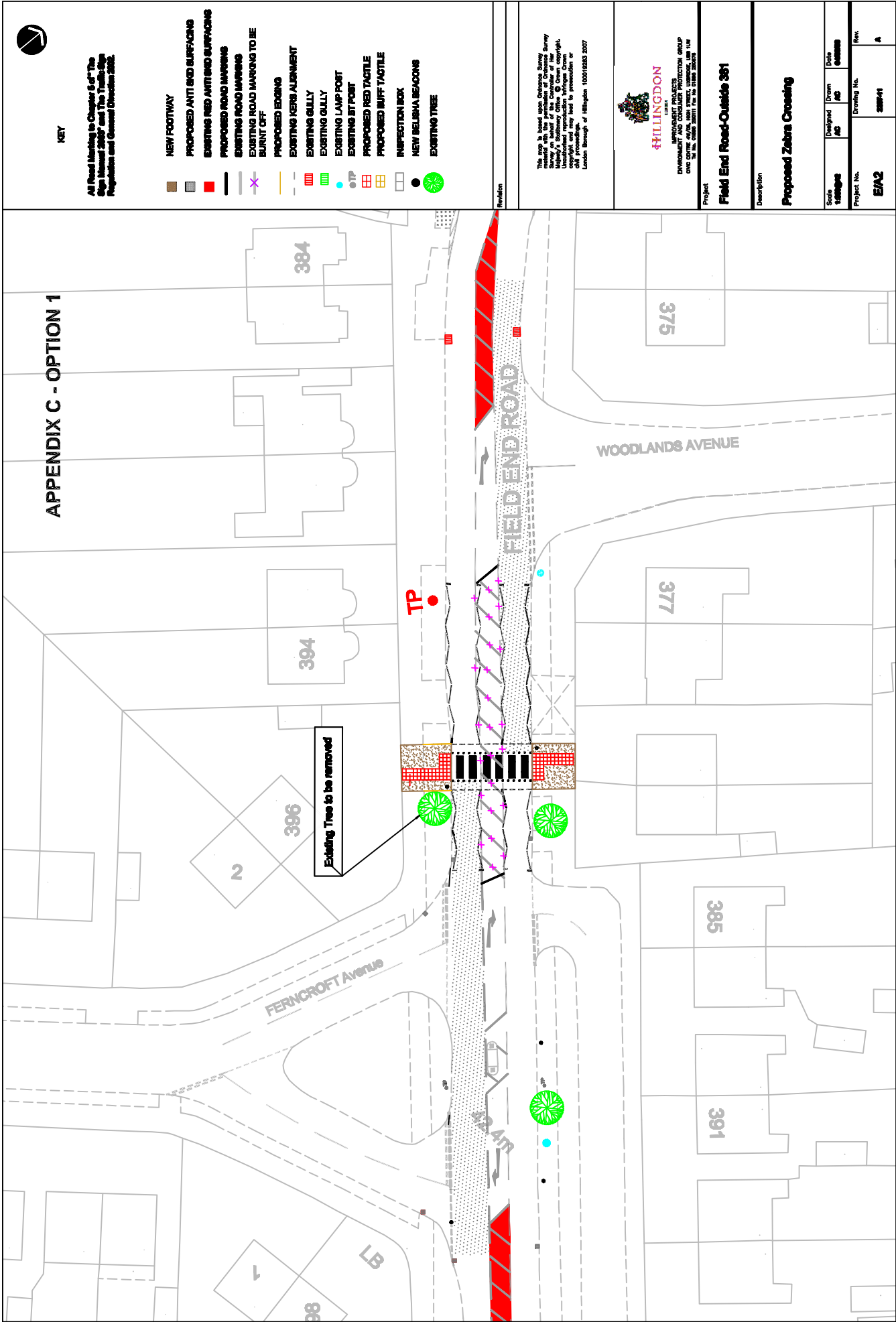
Project: FIELD END ROAD-EASTCOTE
SOUTHBOURNE GARDEN-BOELYN DRIVE

Description:
ZEBRA CROSSING
PHASE 3- OPTION 2

Scale	1:500/8A2	Designed	AT	Drawn	AC	Date	12/03/08
Project No.	E/A2-2287	Drawing No.	2287-09		Rev	A	



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KEY

All Road Markings to Chapter 5 of "The Sign Manual 2003" and The Traffic Sign Regulation and General Direction 2002.

- EXISTING FOOTWAY
- EXISTING GRASS VERGE
- PROPOSED GRASS VERGE
- NEW FOOTWAY
- BUFF ANTI SKID SURFACING
- EXISTING BUS STOP
- EXISTING RED ANTI SKID SURFACING
- PROPOSED ROAD MARKING
- EXISTING ROAD MARKING
- PROPOSED KERB ALIGNMENT
- PROPOSED EDGING
- EXISTING KERB ALIGNMENT
- EXISTING DOUBLE YELLOW LINES
- EXISTING GULLY
- EXISTING LAMP POST
- EXISTING BT POST
- PROPOSED RED TACTILE
- INSPECTION BOX
- NEW BELMHA BEACONS
- EXISTING TREE

Revision

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HILLINGDON
COUNCIL
IMPROVEMENT PROJECTS
ENVIRONMENTAL PROTECTION GROUP
ONE CENTRE, 40/42, HIGH STREET, UXTON, MK16 7JF
TEL: 01296 200111 Fax: 01296 20077

Project

Field End Road-Cavendish Hall

Description

Proposed Zebra Crossing

Scale	Designed	Drawn	Date
1:500	AG	AG	28/08/08
Project No.	Drawing No.		Rev.
E/A2	2885-01		A

APPENDIX D - OPTION 2

Car Park

384

441410

FIELD END ROAD

WOODLANDS AVENUE

Existing Tree to be removed

375

393

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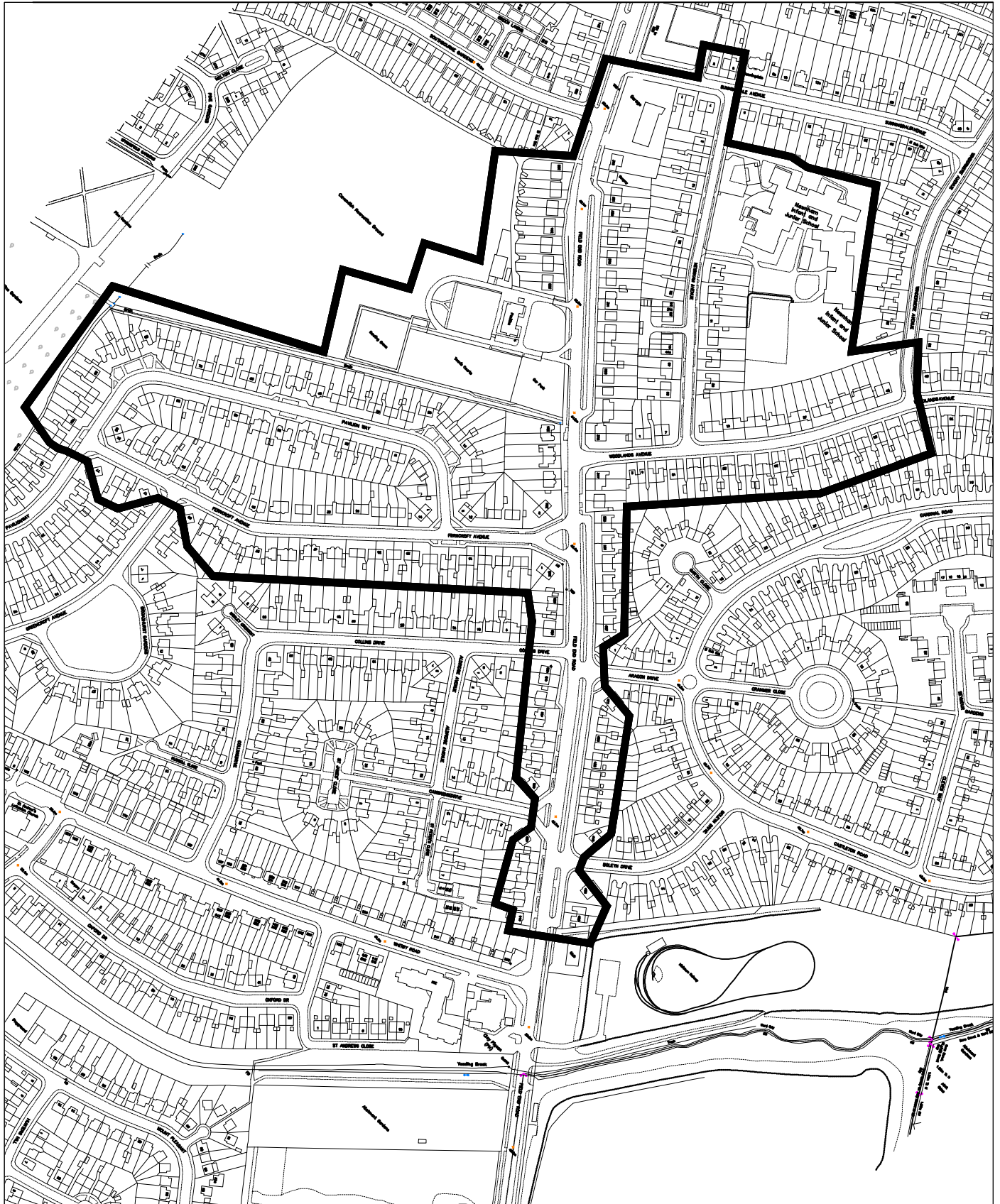
Project
 Field End Road, Eastcote
 Proposed Zebra crossing

Description
 Consultation area

Scale NTS	Drawn AT	Traced AT	Date 02/09
Project No.	Drawing No.	Rev. 1	

KEY:

APPENDIX E



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Notes:

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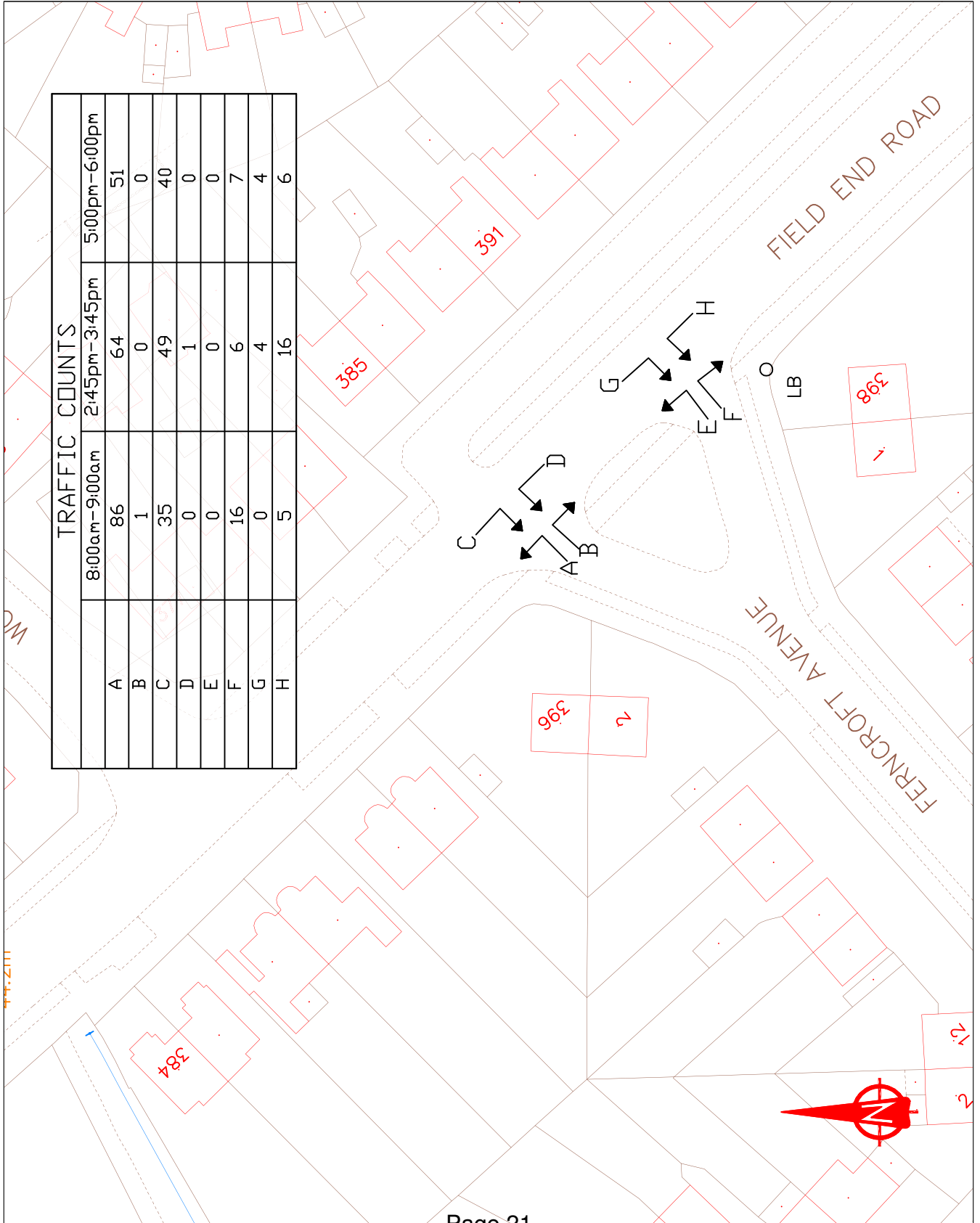
Project
Junction of Field End Road /
Ferncroft Avenue, Eastcote

Traffic Counts

Description

Scale	Drawn	Checked	Initials/Date
NTS	CF	06/09	
Project No.	Drawing No.		Rev.

TRAFFIC COUNTS			
	8:00am-9:00am	2:45pm-3:45pm	5:00pm-6:00pm
A	86	64	51
B	1	0	0
C	35	49	40
D	0	1	0
E	0	0	0
F	16	6	7
G	0	4	4
H	5	16	6



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KEY

All Road Marking to Chapter 5 of "The Sign Manual 2003" and The Traffic Sign Regulation and General Direction 2002.

- PROPOSED GRASS VERGE
- NEW FOOTWAY
- PROPOSED ANTI SKID SURFACING
- PROPOSED CARRIAGEWAY CONSTRUCTION
- EXISTING RED ANTI SKID SURFACING
- PROPOSED ROAD MARKING
- EXISTING ROAD MARKING
- EXISTING ROAD MARKING TO BE BURNT OFF
- PROPOSED KERB ALIGNMENT
- PROPOSED EDGING
- EXISTING KERB ALIGNMENT
- EXISTING GULLY
- EXISTING LAMP POST
- EXISTING BT POST
- PROPOSED RED TACTILE
- PROPOSED BUFP TACTILE
- INSPECTION BOX
- NEW DELUHA BEACONS
- EXISTING TREE

Revision

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IMPROVEMENT PROJECTS ENVIRONMENTAL GROUP ONE CENTRE, 40/42, HIGH STREET, UXTON, MK16 7UR Tel No. 01295 20111 Fax No. 01295 20070

Project

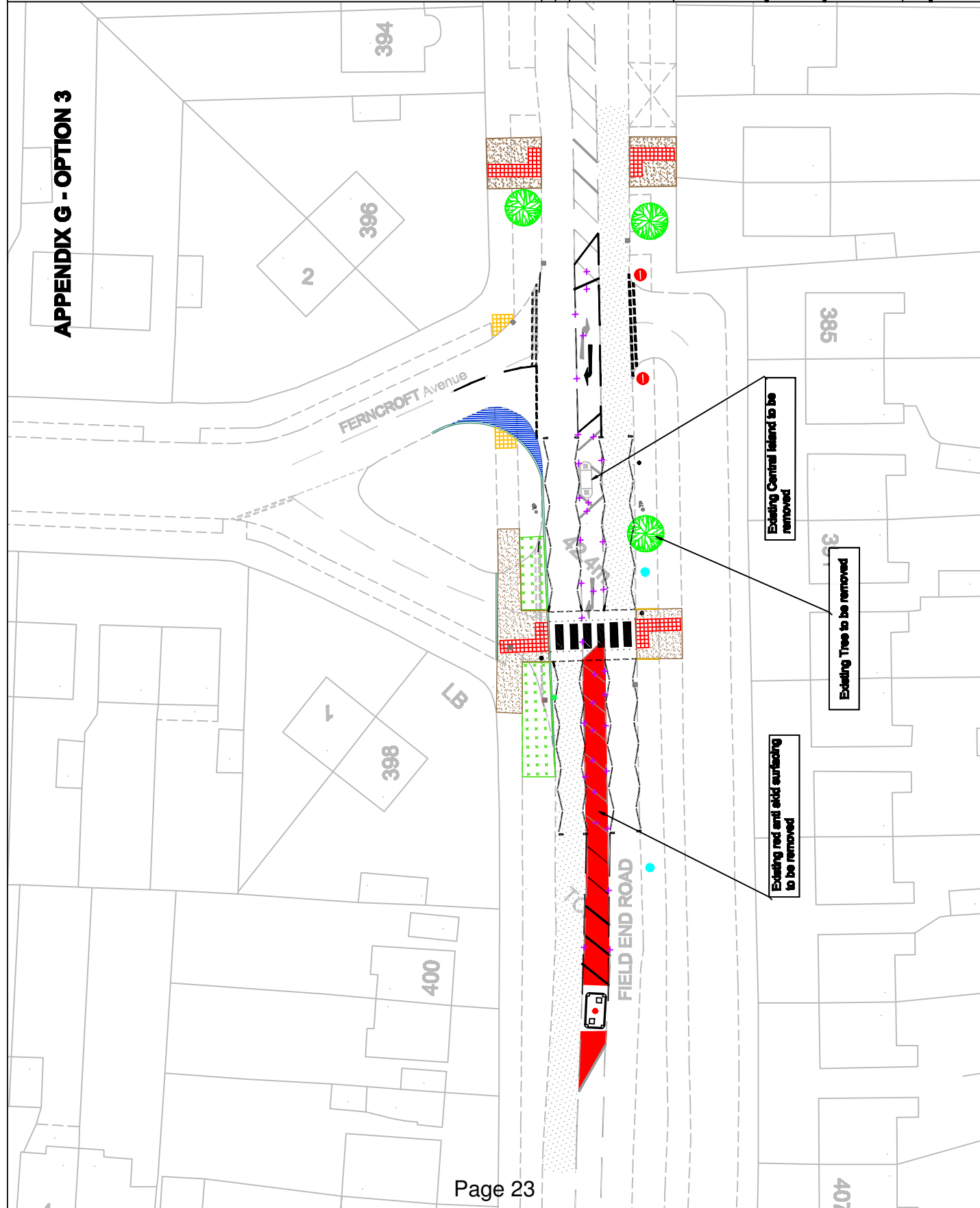
Field End Road-Ferncroft Drive

Description

Proposed Zebra Crossing

Scale	1:500	Designed	AG	Drawn	AG	Date	08/08/07
Project No.	E/A2	Drawing No.	2885-01	Rev.	A		

APPENDIX G - OPTION 3



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Agenda Item 4

TITLE: MERRYFIELDS, UXBRIDGE – PETITION REQUESTING A RESIDENTS PARKING SCHEME

Cabinet Portfolio

Planning and Transportation

Report Author

Jack Webster

Papers with report

Appendix A

HEADLINE INFORMATION

Purpose of report

To inform the Cabinet Member of a petition submitted by most of the households in Merryfields requesting a Residents Parking Scheme is introduced in the road.

**Contribution to our
plans and strategies**

The request will be considered within the council's strategy for on-street parking.

Financial Cost

The estimated cost of the recommendation is £3600.

**Relevant Policy
Overview Committee**

Residents and Environmental Services

Ward(s) affected

Brunel Ward

RECOMMENDATION

That the Cabinet Member approves

1. The installation of "At any time" waiting restrictions on the east side of Merryfields from its junction with The Greenway and the northern flank wall of No. 10 Merryfields
2. Detailed design and statutory consultation for Merryfields to become part of the Uxbridge South Residents Permit Parking Scheme.

INFORMATION

Reasons for recommendation

The petition was signed by a majority of the households in Merryfields requesting the introduction of double yellow lines and residents parking.

Alternative options considered

None

PART 1 – MEMBERS, PUBLIC AND PRESS

Comments of Policy Overview Committee(s)

None at this stage

Supporting Information

1. A petition with 27 signatures has been received from residents of Merryfields asking the council for a Residents Parking Scheme. It was signed by a majority of the households in Merryfields. In a covering letter to the petition, it is pointed out by residents that as the carriageway is narrow, parking on both sides severely restricts the passage of vehicles and would prevent access for emergency vehicles. Parking by non-residents also obstructs private driveways. In the letter the residents suggest a single yellow line should be installed on one side of Merryfields between The Greenway and The Drive between Nos. 9 and 10. This implies the request refers to the east side of the road.
2. Merryfields is a small cul-de-sac with a junction to The Greenway. Its location is indicated on Appendix A. Although the majority of Uxbridge South is now part of a Controlled Parking Scheme, consultations in the past have indicated there was no overall support from residents of Merryfields to be included in the scheme. It would appear there is now overwhelming support and it is recommended the Cabinet Member approves detailed design and statutory consultation for The Close to be included within the Uxbridge South Parking Scheme. The usual procedure has been to include roads that petition to join an existing scheme in a subsequent review. However, with overwhelming support demonstrated by the petition the Cabinet Member may like to consider statutory consultation is undertaken in advance of the next review.
3. Although the petitioners are requesting the introduction of a single yellow line on one side of Merryfields, it is recommended to the Cabinet Member that consideration be given to the introduction of double yellow lines in order to secure adequate access "At all times" particularly, for emergency vehicles.

Financial Implications

The cost to introduce "At any time" waiting restrictions as requested by the petitioners is estimated to cost £1100 which can be funded from an allocation from the Parking Revenue Account surplus for the installation of yellow lines. The estimated cost to include Merryfields in the Uxbridge South Parking Scheme is £2500. This will require an allocation from the Parking Revenue Account surplus.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To introduce parking controls as requested by the residents.

Consultation Carried Out or Required

Before waiting restrictions or a Residents Permit Parking Scheme can be introduced into Merryfields, the council is required to carry out statutory consultation to allow members of the public an opportunity to object.

CORPORATE IMPLICATIONS

Corporate Finance

None at this stage

Legal

Consultation must be undertaken when proposals are still at a formative stage, must give sufficient reasons to permit the consultee to make a meaningful response, must allow adequate time for consideration and response, and the results of the consultation must be conscientiously taken into account in finalising any proposals. Fairness and natural justice requires that there must be no predetermination of a decision which went beyond a legitimate predisposition to a certain conclusion: see *R (Wainwright) v Richmond upon Thames London Borough Council* [2001] EWCA Civ 2062, [2001] All ER (D) 422, and *Bovis Homes Ltd v New Forest District Council* [2002] EWHC 483 (Admin).

Section 122 of the Road Traffic Regulation Act 1984 means that the Council as traffic authority has a statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic.

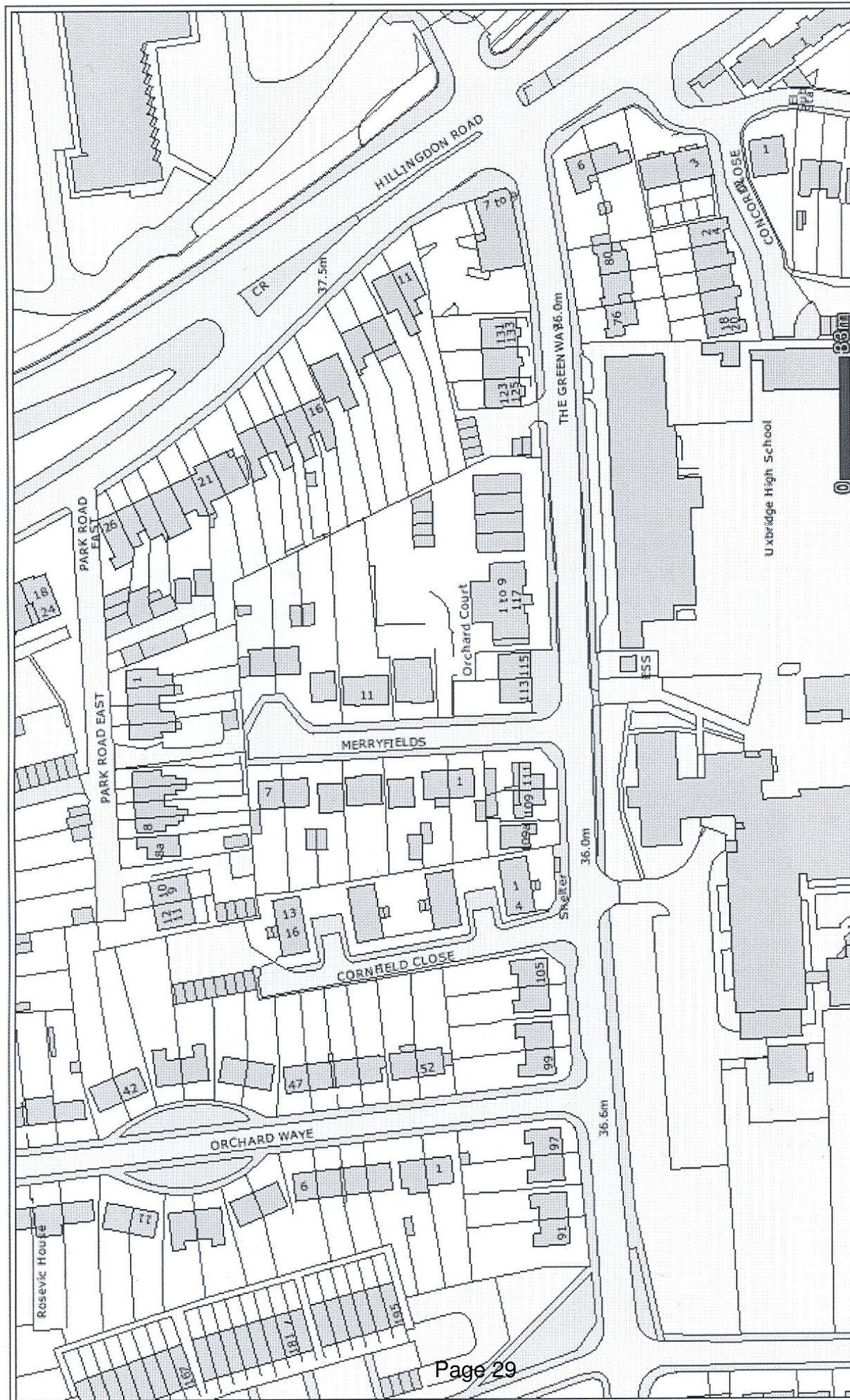
The programmes referred to in this report can properly be considered by the Cabinet Member as one element comprising a range of measures to ensure the discharge of that duty.

BACKGROUND PAPERS

Petition dated 31st May 2009

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APPENDIX A



Approx. Scale: 1474
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TITLE: MYRTLESIDE CLOSE, NORTHWOOD – PETITION REQUESTING PARKING RESTRICTIONS FOR NON-RESIDENTS	
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Cabinet Portfolio	Planning and Transportation
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Report Author	Jack Webster
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Papers with report	Appendix A
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HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that a petition has been organised by the Management Company of flats in Myrtleside Close asking for parking restrictions that will prevent “All day” parking by non-residents. This request is considered within the council’s strategy for on-street parking schemes.
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Contribution to our plans and strategies	The request can be considered in relation to the council’s strategy for on-street parking controls.
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Financial Cost	There are none associated with the recommendations to this report.
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Relevant Policy Overview Committee	Residents and Environmental Services
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Ward(s) affected	Northwood Ward
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RECOMMENDATION

That the Cabinet Member

- 1. Meets and discusses with petitioners the parking issues of concern and the options available to the council for improvement.**
- 2. Asks Officers to carry out informal consultation with all households in Myrtleside Close to establish the support for a Parking Management Scheme.**

INFORMATION

Reasons for recommendation

The petitioners represent a small number of the total households in Myrtleside Close and although they have requested a Parking Management Scheme, it would be necessary to establish if there was overall support within the road for the installation of a scheme.

Alternative options considered

Limited time waiting restrictions would prevent “All day” parking but also apply to residents during the hours of operation.

Comments of Policy Overview Committee(s)

None at this stage

Supporting Information

1. A petition with 21 signatures has been organised by the Management Company of Nos. 1 to 59 Myrtleside Close. The petitioners “Request that parking restrictions are introduced to prevent all day parking by non-residents”. In a covering letter with the petition, the Management Company point out parking problems are caused by commuters and others who park all day, as this is the only road in Northwood without parking restrictions.
2. The petitioners would like restrictions that would prevent all day parking by other than residents and point out that many are elderly and have frequent visitors and carers who find great difficult in finding suitable parking within the road.
3. Myrtleside Close is a long cul-de-sac with a junction on to Green Lane close to Rickmansworth Road. It is indicated on Appendix A and lies just outside the Northwood Parking Management Scheme. Currently, there are no parking controls within the Close.
4. It would appear the Close was developed in two stages. The first close to the Green Lane junction is a flat development from which the petition was submitted. South of this is a later stage which consists of high density housing development. Overall there would appear to be about 150 households within the Close of which 60 are in the flats.
5. Within Myrtleside Close, there are a number of parking lay-bys which are part of the public highway and therefore available to all motorists. There are garage compounds in the Close and these are assumed to be associated with the flats at the northern end.
6. It would seem residents living close to the Green Lane junction find difficulty with convenient parking provision and consequently, have petitioned the council for measures to prevent non-residents parking. The petition was not signed by households from the housing development and it is not clear if these residents consider there are parking problems caused by non-residents.
7. The council’s powers to control on-street parking are either to prohibit it with the introduction of yellow lines or to allow it within a Residents Permit Parking Scheme. It would appear from the petition and accompanying letter the petitioners are requesting a Residents Permit Parking scheme and consequently, to be included within the Northwood Scheme. The Cabinet Member however, will be aware that when these controls are introduced, non-residential parking transfers and it may be prudent to consider the whole of Myrtleside Close rather than one section for the introduction of a Residents Permit Parking scheme. To establish the level of support this would receive from all residents, it is recommended to the Cabinet Member that the council carries out informal consultation and report back.

Financial Implications

If the Cabinet Member decides the council should undertake informal consultation, it would be undertaken within existing staff resources and budgets.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To establish the level of support from all households in Myrleside Close for the introduction of parking restrictions.

Consultation Carried Out or Required

Informal consultation is one of recommended actions.

CORPORATE IMPLICATIONS

Corporate Finance

None at this stage

Legal

There are no special legal implications for this informal consultation.

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

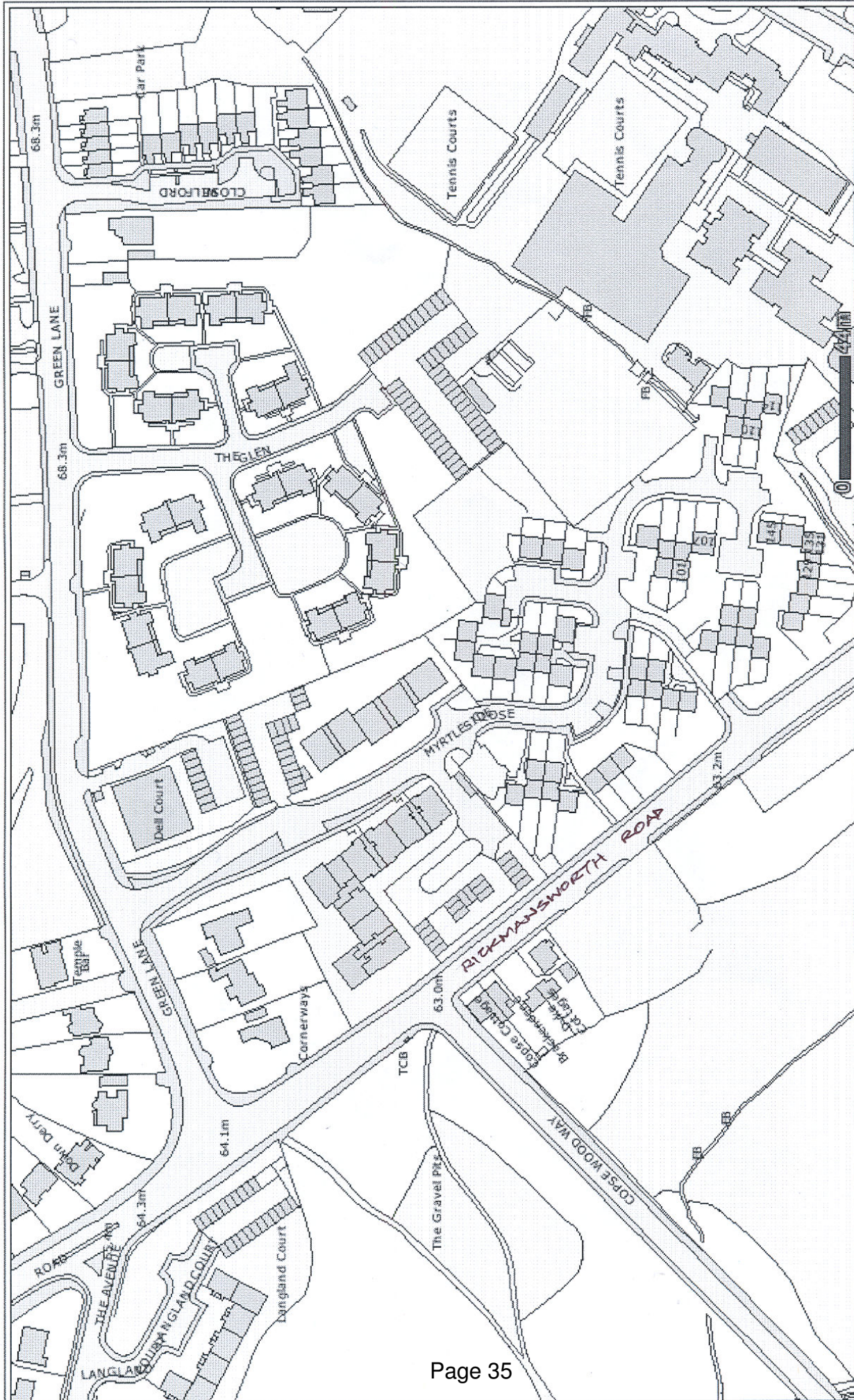
In considering the consultation responses, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer recommendation. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

BACKGROUND PAPERS

Petition received 16th June 2009

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APPENDIX A



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Agenda Item 6

TITLE: WALTHAM AVENUE, HAYES – PETITION TO STOP OR RESTRICT NON-RESIDENTIAL PARKING

Cabinet Portfolio

Planning and Transportation

Report Author

Jack Webster

Papers with report

Appendix A

HEADLINE INFORMATION

Purpose of report

To advise the Cabinet Member that a petition has been received signed by residents of Waltham Avenue, Hayes pointing out their concern with non-residential parking in the road and asking the council for discussions on this matter so it can be prevented.

Contribution to our plans and strategies

The request will be considered in association with the council's strategy for on-street parking.

Financial Cost

There is none associated to the recommendations to this report

Relevant Policy Overview Committee

Residents and Environmental Services

Ward(s) affected

Pinkwell Ward

RECOMMENDATION

The Cabinet Member discusses with petitioners their issues regarding parking in their road and decides if a proposed parking scheme for Waltham Avenue and the environs can be added to the council's parking programme

INFORMATION

Reasons for recommendation

The petitioner's have requested dialogue with the council to discuss measures that can either stop or restrict parking by non-residents in their road. Subject to support of local residents, the Cabinet Member could decide to add a request to the parking programme for subsequent investigation of a Resident Parking Scheme or keep it on record until a wider area can be identified to make a parking scheme viable.

Alternative options considered

The residents could consider the introduction of short term waiting restrictions which would prevent "All day" parking but stop them from parking during the operational period.

Comments of Policy Overview Committee(s)

None at this stage

Supporting Information

1. A petition with 24 signatures has been received from residents in a section of Waltham Avenue asking the council "To stop or restrict non-residents parking their cars in Waltham Avenue". In a covering letter to the petition, the organiser points out the problem of non-residents parking is getting worse and this displaces local residents who like to park outside their homes. The petition organiser has asked for a dialogue with the council on this matter so "it can either be stopped or restricted".
2. Waltham Avenue has a junction with Dawley Road at its eastern end and is a cul-de-sac at its western end. In between it has junctions with the residential roads of Colbrook Avenue and Mildred Avenue. The location of the Avenue is indicated on Appendix A. The petitioners live at the eastern end of Waltham Avenue, either side of its junction with Colbrook Avenue. Although the petitioners suffer from non-residential parking, they do not indicate what is the main cause. It is possibly local employees on the adjacent Westland Estate, who either do not have parking or find it more convenient to park on street to avoid delays leaving the on site car parks.
3. The Cabinet Member will be aware that the Council have powers to introduce two measures to address on-street parking. One is the introduction of waiting restrictions and although these are predominately used to remove obstructive parking for safety reasons, many residential streets have asked for short-term waiting restrictions to prevent "All day" parking. However, these restrictions also stop residents from parking during the operational times and are generally only successful where there is sufficient off-street parking. The second option is the introduction of Residents Permit Parking Schemes. Within these parking bays are marked on the street and only permit holders can park during the scheme's operational hours. All residents living within the boundary of a scheme would be eligible to apply for a permit.
4. Although either of the two options could address the problem of non-residential parking in the eastern section of Waltham Avenue, any measures introduced will very likely have the affect of transferring the parking to other adjacent residential areas. The success of parking schemes is to address not only the concerns of the immediate residents who suffer from non-residential parking but also to deter transfer to other roads. It is suggested therefore the Cabinet Member discusses with petitioners their concerns with non-residential parking and decides if a scheme for Waltham Avenue and environs can be added to the council's parking programme for subsequent investigation.

Financial Implications

There are none associated with the recommendations to this report. However, if subsequently detailed design and statutory consultation is carried out on a proposed parking scheme, a bid would be required to be made for the necessary funds from the Parking Revenue Account surplus.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow petitioners the opportunity to discuss directly with the Cabinet Member for Planning and Transportation their concerns with parking and subject to the Cabinet Members decision, a proposal can be added to the council's parking programme.

Consultation Carried Out or Required

None at this stage but should a proposed scheme advance to detailed design, consultation will be undertaken with the residents affected.

CORPORATE IMPLICATIONS

Corporate Finance

None at this stage

Legal

The proposals for the introduction of a Residents Parking Scheme in Waltham Avenue can be achieved by exercising powers under the Road Traffic Regulation Act 1984 and Highways Act 1980. On the basis of the information contained in this report, it does not appear that there are special legal implications for this particular matter. The client will be required to be mindful of the statutory procedures imposed upon the traffic authority for the making of Traffic Management Orders which spring from the Road Traffic Regulation Act 1984. Officers are familiar with these procedures. In cases of doubt, Legal Services will be instructed. The decision maker must balance the relevant considerations to best give effect to the discharge of the statutory duty to secure the expeditious, convenient and safe movement of vehicular traffic and other traffic.

In considering any 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 were conscientiously taken into account in finalising the officer's recommendation.

BACKGROUND PAPERS

Petition received 27th April 2009

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TITLE: VINE LANE AND CHETWYND DRIVE, UXBRIDGE – PETITION REQUESTING TO BE INCLUDED IN THE HILLINGDON HILL PARKING SCHEME	
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Cabinet Portfolio	Planning and Transportation
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Report Author	Jack Webster
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Papers with report	Appendix A/B
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HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that a petition has been organised by residents of Vine Lane asking the council to include their section of Vine Lane and the adjoining Chetwynd Drive into the proposed Hillingdon Hill Residents Permit Parking Scheme.
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Contribution to our plans and strategies	The request will be considered in relation to the council's strategy for the control of on street parking.
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Financial Cost	There are none associated with the recommendations to this report
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Relevant Policy Overview Committee	Residents and Environmental Services
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Ward(s) affected	Uxbridge North Ward
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RECOMMENDATION

That the Cabinet Member

1. **Discusses with the petitioners their parking problems and options available to the council to address the concerns.**
2. **Subject to the Cabinet Member's approval to the proposed Hillingdon Hill Parking Scheme, asks Officers to include this section of Vine Lane and Chetwynd Drive within the subsequent review and carry this out at the earliest opportunity**

INFORMATION

Reasons for recommendation

To address the resident's concerns with parking, these roads could be included in the Hillingdon Hill Parking Scheme review if the proposed scheme comes into operation. There may be other options available in the interim to address the resident's concerns.

PART 1 – MEMBERS, PUBLIC AND PRESS

Alternative options considered

These will be discussed with the petitioners.

Comments of Policy Overview Committee(s)

None at this stage

Supporting Information

1. A petition with 45 signatures has been received from residents in the southern section of Vine Lane and the adjoining side road, Chetwynd Drive. The roads are indicated on Appendix A.
2. The 45 signatures on the petition represent 29 households but 6 of these are outside the area of concern. It is also noted that only 2 households out of 11 in Chetwynd Drive signed the petition.
3. The petitioners signed to the following request "We support the proposals for resident parking on Vine Lane and Chetwynd Drive". In a covering letter to the petition submitted by the organiser, it is pointed out residents' main concern is with the parking of commercial vehicles in Vine Lane and The Rise which they point out is connected with a nearby delivery company. The issue with parking they consider will be further compounded if a proposal for a Residents Permit Parking Scheme on Hillingdon Hill and the surrounding roads comes into operation. Consequently, the petitioners are asking to become part of that proposed Permit Parking Scheme to deter parking encroaching into their roads for extended periods of time.
4. In response to petitions and problems in the Hillingdon Hill area with non-residential parking, the council carried out consultation in September last year asking residents if they wanted to consider parking controls such as a Parking Management Scheme or waiting restrictions. Attached as Appendix B is a plan of the area indicating the boundary within which the consultation was carried out. As can be seen from Appendix B, this area of Vine Lane and Chetwynd Drive was included in that consultation. It is pointed out the section of Vine Lane within the consultation was larger than the extent of this petition. The results of the consultation were reported to the Cabinet Member in February this year. These showed that 3 out of 11 households in Chetwynd Drive responded and all wanted no change to the existing parking arrangements. In Vine Lane 11 out of the 38 households that were consulted replied, of which 7 wanted no change, one wanted waiting restrictions and only 3 wanted a Parking Management Scheme. Based on these responses, it could not be recommended to the Cabinet Member introduction of parking controls in Vine Lane or Chetwynd Drive as part of a proposed Residents Permit Parking Scheme. After consideration of all the consultation results, the Cabinet Member subsequently approved detailed design and formal consultation in the area shaded on Appendix B. This abuts Vine Lane.
5. Following the Cabinet Members approval to carry out statutory consultation, it was carried out in March/April this year and responses have been analysed and compiled into a report for the Cabinet Member to consider. If the Cabinet Member subsequently approves the installation of a Residents Permit Parking Scheme in the area indicated on Appendix B, it is the council's normal practice to carry out a review within 12 months of it coming into operation. The intention is for the scheme to start before Brunel University

reassembles after the summer break. In view of the previous consultation results and in the light of this latest petition, it is recommended to the Cabinet Member that this area is included in the subsequent review and this is undertaken at the earliest opportunity before the 12 months has elapsed if possible.

6. There is a however, a further option which may assist the residents to address parking issues by the introduction of waiting restrictions. These however, will also prohibit local residents parking themselves but this could be discussed with petitioners on the evening of the hearing to determine if there would be support for these measures which can be introduced much more quickly than a Residents Permit Parking Scheme.

Financial Implications

There are none associated with the recommendations to this report. However, if subsequently approval is sought for the introduction of a Parking Management Scheme in this area of Hillingdon Hill, it would require funding which could potentially come from the Parking Revenue Account surplus.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member to consider the petitioners request and the available options the council have to address these concerns.

Consultation Carried Out or Required

Informal consultation had been carried out in this area with residents asking if they wanted to be part of a Residents Permit Parking Scheme. However, there would be further consultation as part of the review if a proposed scheme for the Hillingdon Hill area comes into operation.

CORPORATE IMPLICATIONS

Corporate Finance

None at this stage.

Legal

There are no special legal implications for this matter, and the recommendation of a review of the extent of the scheme in a period of less than 12 months from its implementation could take the form of an informal or statutory consultation.

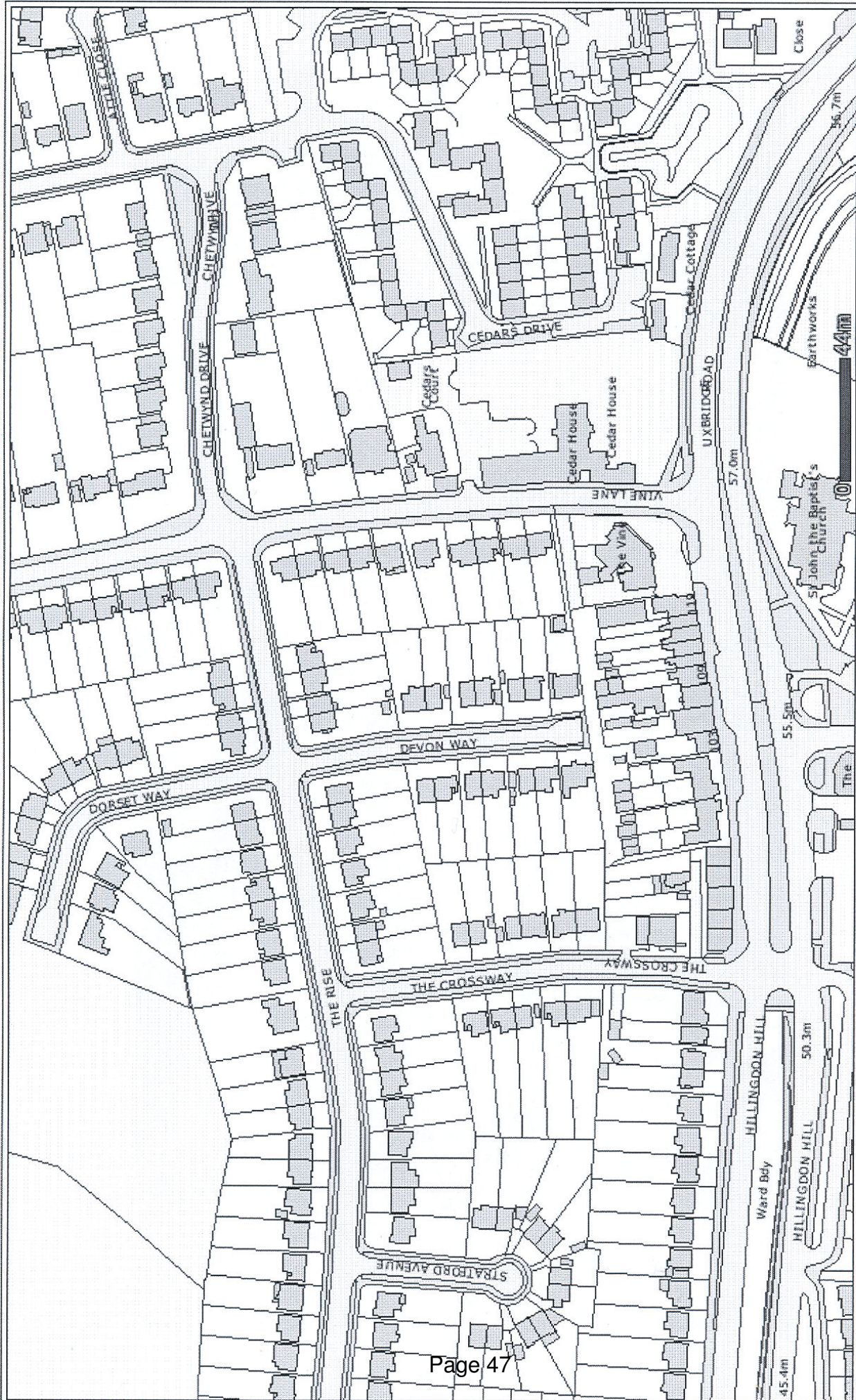
Should there be a decision that further measures are to be considered then the relevant statutory provisions will have to be identified and considered.

BACKGROUND PAPERS

Report to Cabinet Member dated 4th February 2009
Petition received 31st April 2009

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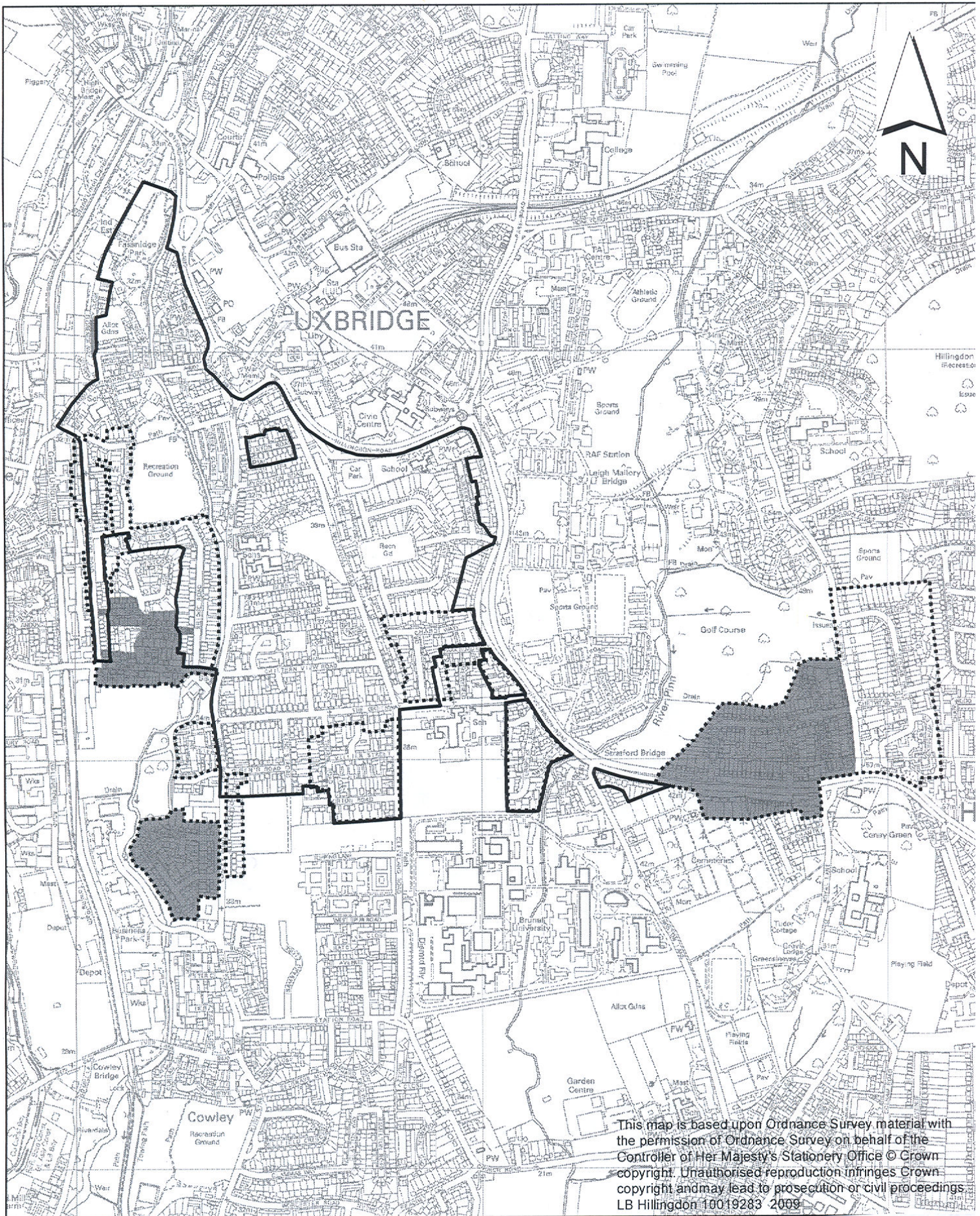
APPENDIX A



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Uxbridge South Parking Management Scheme - Informal Consultation and Review

Appendix A

Scale 1:12,000

Date January 2009



Existing boundary of PMS



Boundary of review and informal consultation



Roads / parts of roads to be included in proposed extension

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