



HILLINGDON  
LONDON



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

**Date:** WEDNESDAY, 15 JUNE  
2016

**Time:** 7.00 PM

**Venue:** COMMITTEE ROOM 5 -  
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, 7 June 2016

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This Agenda is available online at:  
<http://modgov.hillingdon.gov.uk/ieListMeetings.aspx?CId=252&Year=0>

***Putting our residents first***

Lloyd White  
Head of Democratic Services  
London Borough of Hillingdon,  
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# Agenda

## CHAIRMAN'S ANNOUNCEMENTS

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

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

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

	<b>Start Time</b>	<b>Title of Report</b>	<b>Ward</b>	<b>Page</b>
<b>4</b>	7:00	Opposition to Waiting / Parking Restrictions on Badgers Close	Botwell	1 - 8
<b>5</b>	7:00	Resident's Request for a Parking Management Scheme in Ruffle Close, West Drayton	West Drayton	9 - 14
<b>6</b>	7:30	Extend Parking Restrictions to full length of Halford Road	Ickenham	15 - 20
<b>7</b>	8:00	Resident's Request for Traffic Calming Measures in Sharps Lane	West Ruislip	21 - 26
<b>8</b>	8:00	Resident's Request for Parking Restrictions in East Avenue	Townfield	27 - 32

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# Agenda Item 4

## BADGERS CLOSE, HAYES - PETITION OBJECTING TO PROPOSED PARKING RESTRICTIONS

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NOT FOR PUBLICATION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

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that a petition has been received objecting to proposed parking restrictions in Badgers Close, Hayes.
<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>	Botwell

### 2. RECOMMENDATION

Meeting with the petitioners, the Cabinet Member:

1. Considers the issues / concerns raised regarding the proposed waiting restrictions.
2. Subject to the above, asks officers to seek the views of the emergency services.
3. Ask officers to report the outcome of this meeting and the comments received to the formal consultation of proposed waiting restrictions on Badgers Close and to include all these views in a separate subsequent report for his consideration.

Reasons for recommendation

To allow the Cabinet Member to discuss in detail matters raised above with petitioners.

## 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

## 4. INFORMATION

### Supporting Information

1 The Council has received a petition containing 25 signatures which represents 18 of the 54 properties in Badgers Close under the following heading *'Please find attached a list of residents signatures from Badgers Close who are opposed to the planned no waiting / parking on the road opposite 35-39 Badgers Close. I have been a resident of Badgers Close for 20 years and in that time cars and vans have always used this part of the street for parking, never causing a problem for anybody until a new resident moved in.....There is more than enough room for emergency vehicles to pass when cars are parked, both ambulances and fire engines have had cause to visit this part of the close and can pass cars parked there without a problem. When these houses were built most households only had one car but now a lot of the households have two cars and parking is in short supply, if you go ahead with this proposal it will mean three to four residents may not be able to park in the close and visitors might have to park outside the close. By going through with this proposal, it will cause hardship to the majority of the residents in this part of the close.'*

2 Badgers Close is a residential cul-de-sac within Botwell Ward. The close has 54 properties and is laid out on two arms. There are 57 allocated private parking spaces in the road with kerb side space for approximately 18 vehicles. Badgers Close is a short distance from Hayes Town Centre via Botwell Common Road. The carriageway in this section of Badgers Close is approximately 5 metres wide with approximately 1.5 metre wide footways. A plan of the area is shown on Appendix A.

3 The Council received a request from a local resident through the Council's Road Safety Programme asking for measures to remove obstructive parking in the section of Badgers Close between No 35 and No 39 Badgers Close as access to this part of the road was being restricted by parked vehicles. As a consequence a detailed investigation took place.

4 Officers visited the site on numerous occasions and parking was observed taking place alongside No 46 Badgers Close. These parked vehicles, some of which were commercial vehicles, reduced the available carriageway width to one lane. As a consequence, access for emergency vehicles could be regularly affected, so it is recommended that subject to the testimony from petitioners and the views of members, that officers seek the views of the Police and Fire Brigade in particular. The majority of the off street parking spaces were empty during the visits by officers, however this is not uncommon during the working day.

5 In view of the above a proposal was developed to install 'At Any Time' waiting restrictions in a small section of Badgers Close opposite No 35 to No 39 Badgers Close, whilst still allowing parking in the rest of the road and in the private parking areas. The proposed restrictions are shown on the plan attached as Appendix B of this report. The local Ward Councillors were consulted on the proposal and supported it in principle.

6 The proposal was then taken through the statutory 21day consultation process, which involved the placing of advertisements in the local press and the display of public notices on site

and it was during this period that the Council received this petition objecting to the proposed waiting restrictions on Badgers Close.

7 The petitioners are concerned with the loss of parking for residents. The proposed yellow lines would remove parking for approximately four vehicles. However, during numerous site visits the parking area to the rear of No 45 Badgers Close has been empty, which nevertheless has parking occupancy for approximately eight vehicles.

8 It is therefore suggested that the Cabinet Member discusses with the petitioners their specific concerns and establishes what alternatives the residents would support and for the outcome of this meeting and other comments received to the formal consultation to be reported in a separate subsequent report for his consideration.

### **Financial Implications**

There are none associated with the recommendations to this report.

## **4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES**

### **What will be the effect of the recommendation?**

The recommendations will identify the extent of the petitioners concerns and look at possible solutions to mitigate these.

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

Consultation has been carried out on this proposal through a notice on site and in the local press. Local Ward Councillors have also been consulted.

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

Corporate Finance has reviewed this report and confirms that the costs associated with the above recommendations will be contained within existing revenue budgets

### **Legal**

There are no special legal implications for the proposal to discuss with petitioners their objections to the proposed waiting restrictions in Badgers Close, which amounts to an informal consultation. A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage. Fairness and natural justice requires that there must be no predetermination of a decision in advance of any wider 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.

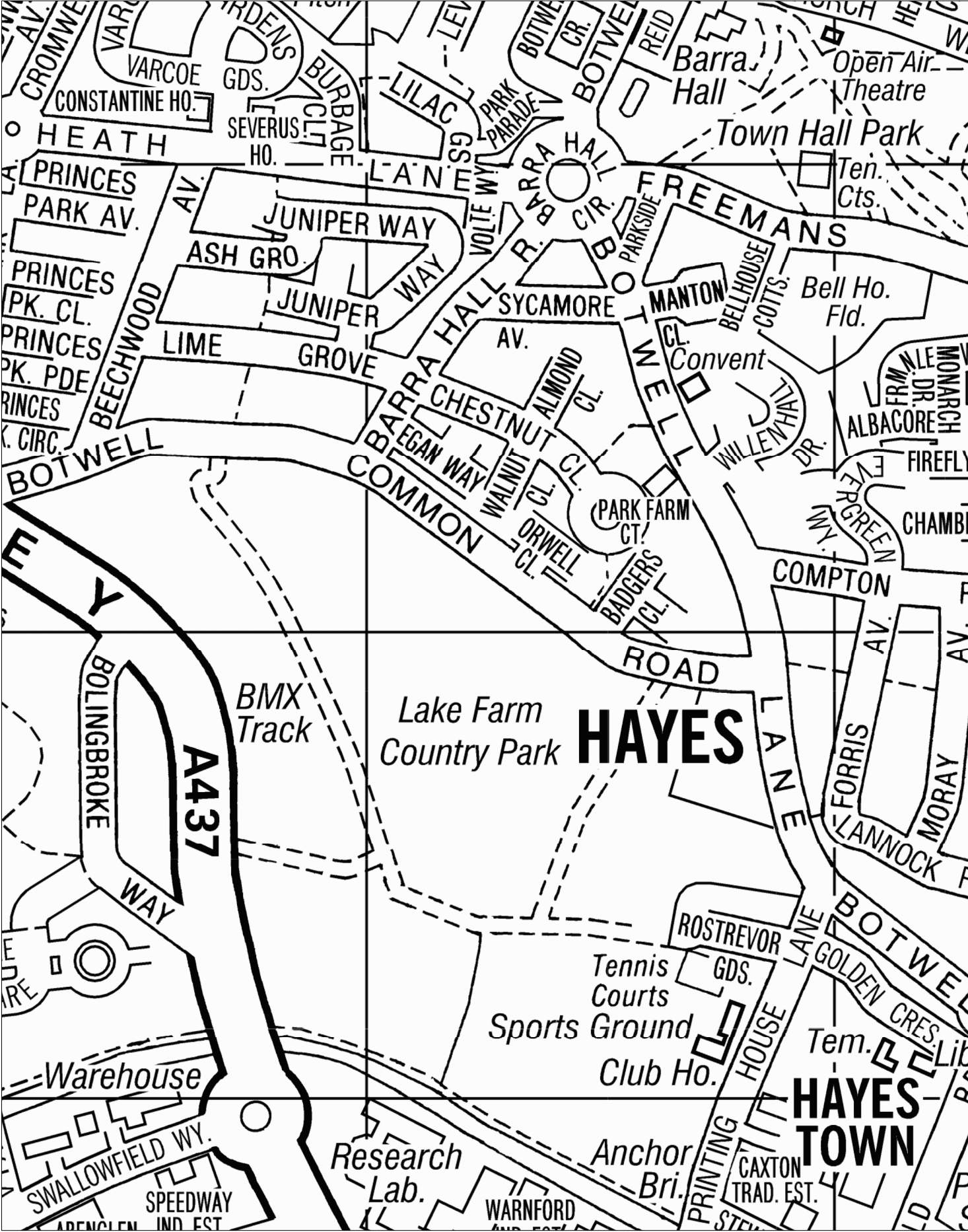
## **Corporate Property and Construction**

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

### **6. BACKGROUND PAPERS**

- Petition received
- Statutory consultation

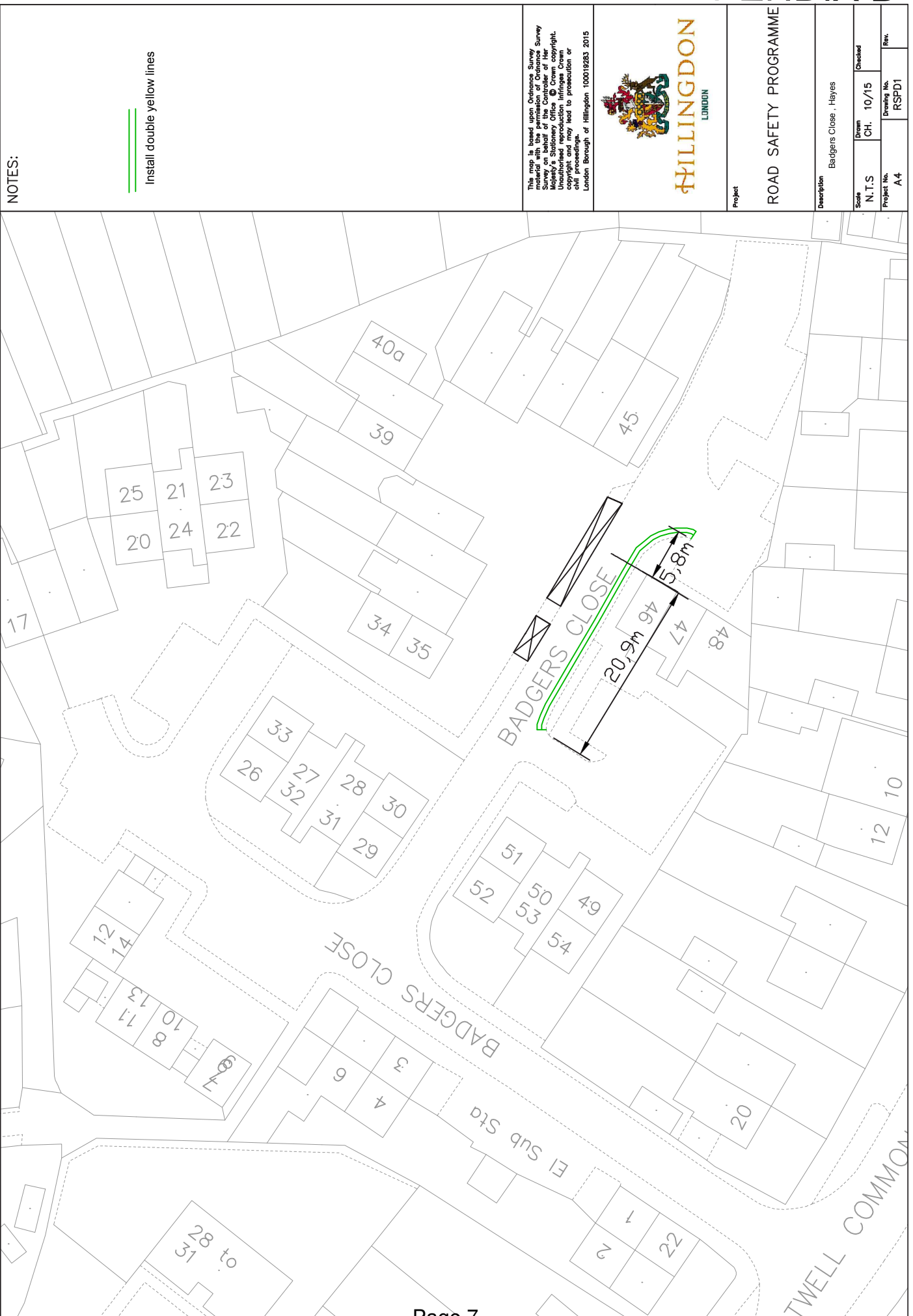




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# APPENDIX B



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## RUFFLE CLOSE, WEST DRAYTON - PETITION REQUESTING A RESIDENTS' PARKING SCHEME

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

### **1. HEADLINE INFORMATION**

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

### **2. RECOMMENDATION**

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

- 1. Listens to their concerns with the parking situation in Ruffle Close.**
- 2. Subject to the outcome of the above, asks officers to add the request to the Council's Parking Scheme Programme for future informal consultation.**

#### **Reasons for recommendation**

Discussions with the petitioners will allow the Cabinet Member to fully understand their concerns and suggestions.

#### **Alternative options considered / risk management**

None at this stage

## **Policy Overview Committee comments**

None at this stage.

## **3. INFORMATION**

### **Supporting Information**

1. A petition, signed by 28 residents of Ruffle Close, West Drayton has been received by the Council requesting a Residents' Parking Scheme operating 9-10am and 3-4pm to prevent commuters leaving their vehicles in the road and then walking to the nearby West Drayton station.
2. This petition represents 28 of the 41 households (65%) within Ruffle Close. Ruffle Close is a residential road within easy walking distance of the shops on the High Street and local rail station. A plan of the area is attached as Appendix A.
3. In an accompanying statement the lead petitioner also raised that a number of commuters park in Ruffle Close inconsiderately, blocking access to residents' driveways and narrowing the road, thus restricting access for residents and the emergency services.
4. As the Cabinet Member will be aware, other surrounding roads towards the station, namely Warwick Road, Furzesham Road and Bellclose Road, already benefit from a Residents' Parking Scheme which may be contributing to parking pressures on Ruffle Close.
5. The Cabinet Member will recall that this road was last consulted on possible inclusion in a Resident Parking Scheme in September 2011 as a possible extension to the WD2 Zone. Of the 41 households consulted 18 responded, eleven of which chose 'no change' and six indicated that they would support a Residents' Parking Scheme. In line with usual Council practice it was decided not to implement a scheme at that time based on the responses received to the consultation.
6. However it is possible that circumstances and views have changed in the intervening period, as the petition would appear to indicate.
7. The petitioners have specifically asked for a Parking Management Scheme and logically this would suggest inclusion within the West Drayton scheme however they have requested operational times that are unrelated to the existing scheme. It is therefore recommended that the Cabinet Member discusses with petitioners their concerns and if considered appropriate, ask officers to add this to the extensive parking scheme programme.

### **Financial Implications**

There are no financial implications associated with the recommendations of this report.

## **4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES**

### **What will be the effect of the recommendation?**

It will address the concerns of the petitioners.

## **Consultation Carried Out or Required**

None at this stage

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

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

### **Legal**

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

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

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

### **Corporate Property and Construction**

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

### **Relevant Service Groups**

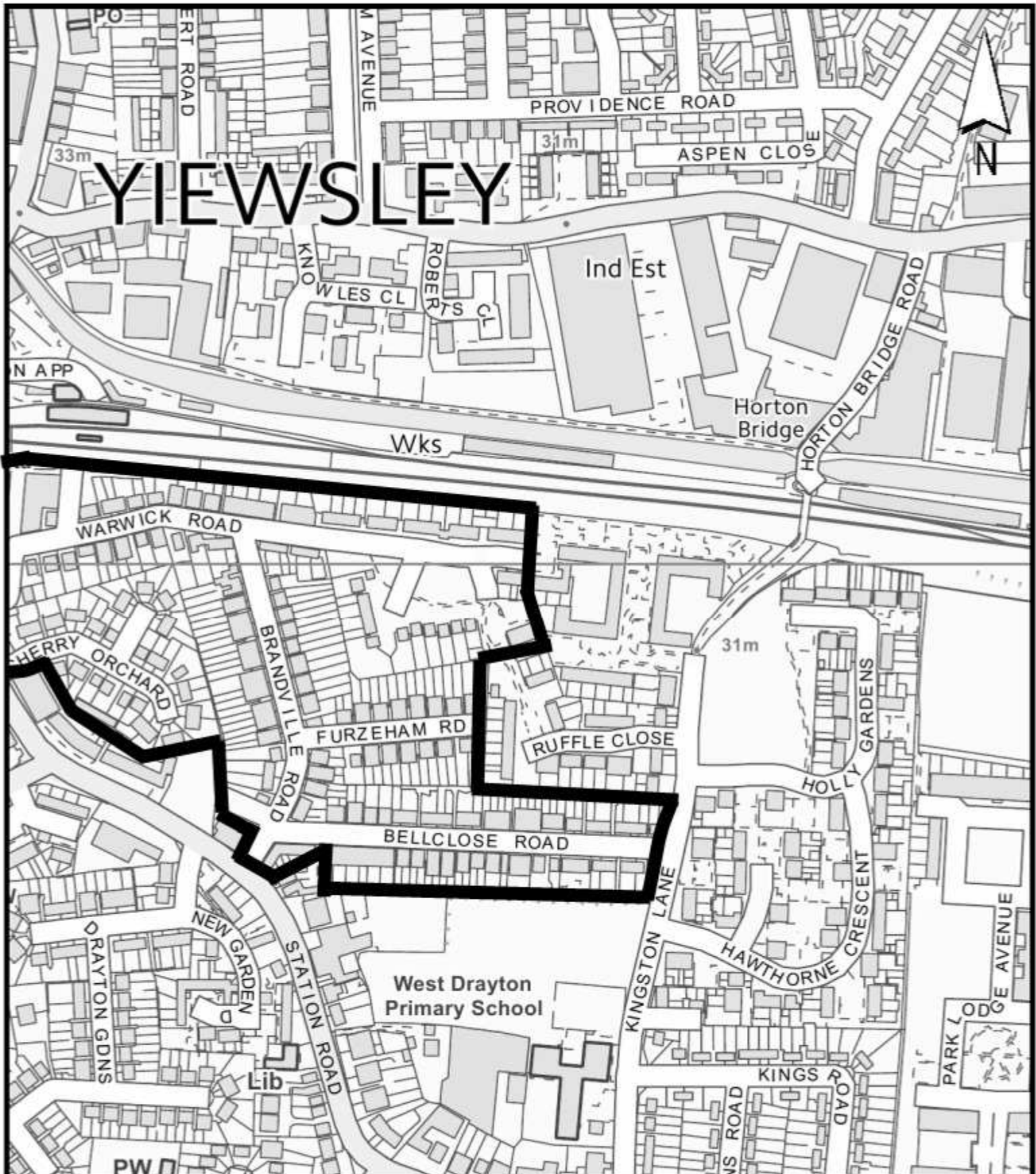
None at this stage

## **6. BACKGROUND PAPERS**

Petition received

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Ruffle Close, West Drayton - Area plan

Appendix A

Date April 2016

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## PETITION REQUESTING WAITING RESTRICTIONS IN THE SECTION OF HALFORD ROAD, ICKENHAM BETWEEN THE JUNCTIONS OF THE GROVE AND SWAKELEYS DRIVE

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

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that a petition has been received from residents of Halford Road asking for waiting restrictions in line with other roads in the surrounding area.
<b>Contribution to our plans and strategies</b>	The request can be considered in relation to the Council's strategy for on-street parking controls.
<b>Financial Cost</b>	There are no financial implications associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents and Environmental Services.
<b>Ward(s) affected</b>	Ickenham

### 2. RECOMMENDATION

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

- 1. Listens to their request for parking restrictions to be introduced in the remaining unrestricted section of Halford Road, Ickenham between the junctions with The Grove and Swakeleys Drive.**

**2. Subject to the outcome of the above, decides if the request for parking restrictions in this section of Halford Road should be added to the Council's future parking scheme programme for informal consultation with residents.**

#### **Reasons for recommendation**

To allow the Cabinet Member to discuss with petitioners their concerns and if appropriate add their request to the parking schemes programme.

#### **Alternative options considered / risk management**

These will be discussed with petitioners.

#### **Policy Overview Committee comments**

None at this stage

### **3. INFORMATION**

#### **Supporting Information**

1. A petition with 57 signatures has been received from residents living in the section of Halford Road between the junctions of Grove Road and Swakeleys Drive. Petitioners have requested that the Council installs waiting restrictions along this section of road which is the only remaining part of Halford Road without parking restrictions.
2. The section of Halford Road referred to in this petition is indicated in Appendix A. The majority of roads in the surrounding area benefit from parking restrictions which have gradually been extended in recent years. As this is now one of the nearest sections of road to Hillingdon Underground Station without parking restrictions it forms an attractive parking area for commuters to park.
3. Petitioners are effectively requesting for the remaining section of Halford Road to have waiting restrictions akin to with the surrounding roads. The Cabinet Member will recall the residents of this section of Halford Road were last consulted on such proposals in 2010 but at the time as the responses for and against restrictions were balanced, no further action was taken to progress a scheme.
4. As this latest petition appears to be supported by a greater number of residents and as additional waiting restrictions have recently been installed nearby in The Grove, it is likely that residents' views may have changed since the previous consultation was carried out. It is therefore recommended that the Cabinet Member discusses with petitioners their concerns and if considered appropriate, asks officers to add this request to the future parking scheme programme to conduct informal consultation for waiting restrictions with the residents of this part of Halford Road. The results of the consultation can then be reported back to the Cabinet Member and local Ward Councillors for further consideration.

## **Financial Implications**

There are none associated with the recommendations to this report, however if the Council were to consider the introduction of waiting restrictions in this part of Halford Road, funding would need to be identified from a suitable source.

## **4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES**

### **What will be the effect of the recommendation?**

To allow the Cabinet Member to consider the petitioners request and 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 this part of Halford Road, consultation will be carried out with residents to establish if there is overall support.

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

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

### **Legal**

There are no special legal implications for the proposal to discuss with petitioners their request for waiting restrictions in Halford Road, Ickenham between the junctions of The Grove and Swakeleys 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 at that time.

### **Corporate Property and Construction**

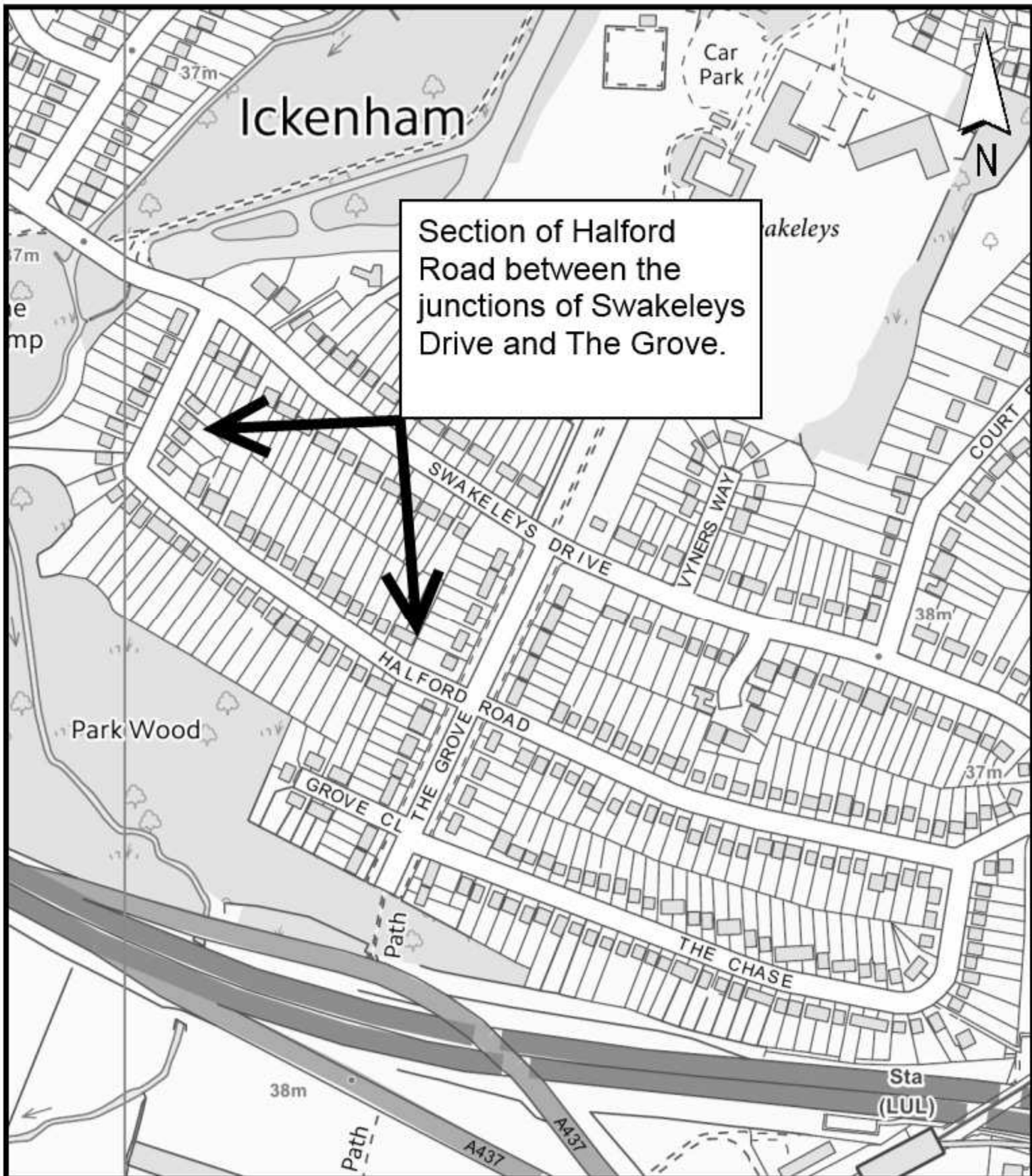
None at this stage.

### **Relevant Service Groups**

None at this stage.

## **6. BACKGROUND PAPERS**

Petition dated 20<sup>th</sup> March 2016



Halford Road, Ickenham

Appendix A

Date May 2016

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# Agenda Item 7

## SHARPS LANE, RUISLIP - PETITION REQUESTING TRAFFIC CALMING MEASURES

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

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition requesting traffic calming measures on Sharps Lane, Ruislip
<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>	West Ruislip Ward

### 2. RECOMMENDATION

Meeting with the Petitioners, the Cabinet Member:

1. Considers their concerns regarding vehicle speeds in Sharps Lane
2. Notes the previous work associated with an earlier petition request, including the speed of vehicles recorded during a traffic volume and speed survey undertaken in October 2015, relevant details of which are set out in the body of this report
3. Subject to the above, decides if officers should undertake further classified traffic volume and speed survey(s) at location(s) to be agreed with the petitioners and the relevant Ward Members

#### **4. Subject to the above asks officers to add the petitioners' request to the Council's Road Safety Programme for further investigation**

#### **Reasons for recommendation**

The petition hearing will provide a valuable opportunity to hear directly from the petitioners of their concerns and suggestions

#### **Alternative options considered / risk management**

None at this stage

#### **Policy Overview Committee comments**

None at this stage

### **3. INFORMATION**

#### **Supporting Information**

1. A petition with 92 signatures has been submitted to the Council requesting traffic calming measures on Sharps Lane, Ruislip.
2. The petition states that there are: *"Problems of speeding traffic. Cars mounting the pavement. Danger for residents crossing the road, especially children from BWI school and residents from Barringers Court"*.
3. The petitioners have helpfully put forward the following suggestions for traffic calming measures they would like to be considered;
  - 20mph speed limit
  - Speed bumps
  - One-way traffic
  - Priority traffic flow
4. Sharps Lane is a residential road situated to the west of Ruislip town centre and effectively consists of two different sections of road. The north-south arm of Sharps Lane is subject to an existing one-way system for northbound traffic between its junctions with Ickenham Road and Cottage Close. The east-west arm of Sharps Lane is served by the U10 Bus Route and has existing 'Slow' markings installed on the carriageway. There is an existing footpath, east of Southcote Rise which leads to Bishop Winnington-Ingram Primary School. A location plan is attached as Appendix A to this report.
5. The Cabinet Member will recall hearing an earlier petition in June 2015 concerning vehicle speeds in Sharps Lane. As a result, an independent vehicle speed and volume survey was undertaken in October 2015 for a full week on a 24 hour basis at two locations on Sharps Lane. The 85<sup>th</sup> percentile speed was recorded as 23mph for eastbound traffic and 31mph for westbound traffic on Sharps Lane east of its junction with Manor Road. On Sharps Lane west of its junction with Bury Street, the 85<sup>th</sup> percentile speed was recorded as 29mph for eastbound traffic and 28mph for westbound traffic. The Cabinet Member will be aware that the 85<sup>th</sup> percentile speed is the speed at or below which 85% of the traffic is travelling, and is the standard statistical tool used by traffic engineers when assessing speeding issues. The 85<sup>th</sup> percentile speed is usually higher than the average speed and so is a more reliable measure of assessing prevailing traffic speeds. The speed survey results indicated that the majority of

vehicles were travelling below or close to the 30mph speed limit and on that basis did not support a case for the installation of traffic calming measures at that time.

6. However, 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. In response to the earlier petition request, the Cabinet Member asked officers to add Sharps Lane to a future phase of the Council's VAS programme.

7. To assist with investigations concerning the speed of vehicles using Sharps Lane, it is suggested that the Cabinet Member may be minded to consider asking officers to commission fresh independent 24 hour / 7 day vehicle speed and classification surveys at locations agreed by the petitioners and Ward Councillors.

8. Although the Council does not install traditional round-topped road humps as would appear to have been suggested by the petitioners, the Council can consider the installation of flat-topped raised tables in roads where these are supported by traffic survey results and further investigations.

9. The Cabinet Member will be aware that there is strong evidence that there is a tendency when roads are converted to a one-way working for traffic speeds to increase, because drivers learn that they will not face any oncoming traffic. There are also access issues for many residents which the implementation of a full one-way operation for all of Sharps Lane would create.

10. It is not clear where arrangements that petitioners have envisaged of "priority traffic flow" but this is something that could be assessed after further dialogue.

11. In response to the petition, 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 detailed investigations and the possible development of alternative options subject to the outcome of the speed and traffic surveys.

## **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, confirming that there are no direct financial implications arising from the recommendations 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 Sharps Lane, Ruislip and to consider recommendations 1 to 4 above.

A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage. Fairness and natural justice requires that there must be no predetermination of a decision in advance of any wider non-statutory consultation.

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

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

### **Corporate Property and Construction**

None at this stage

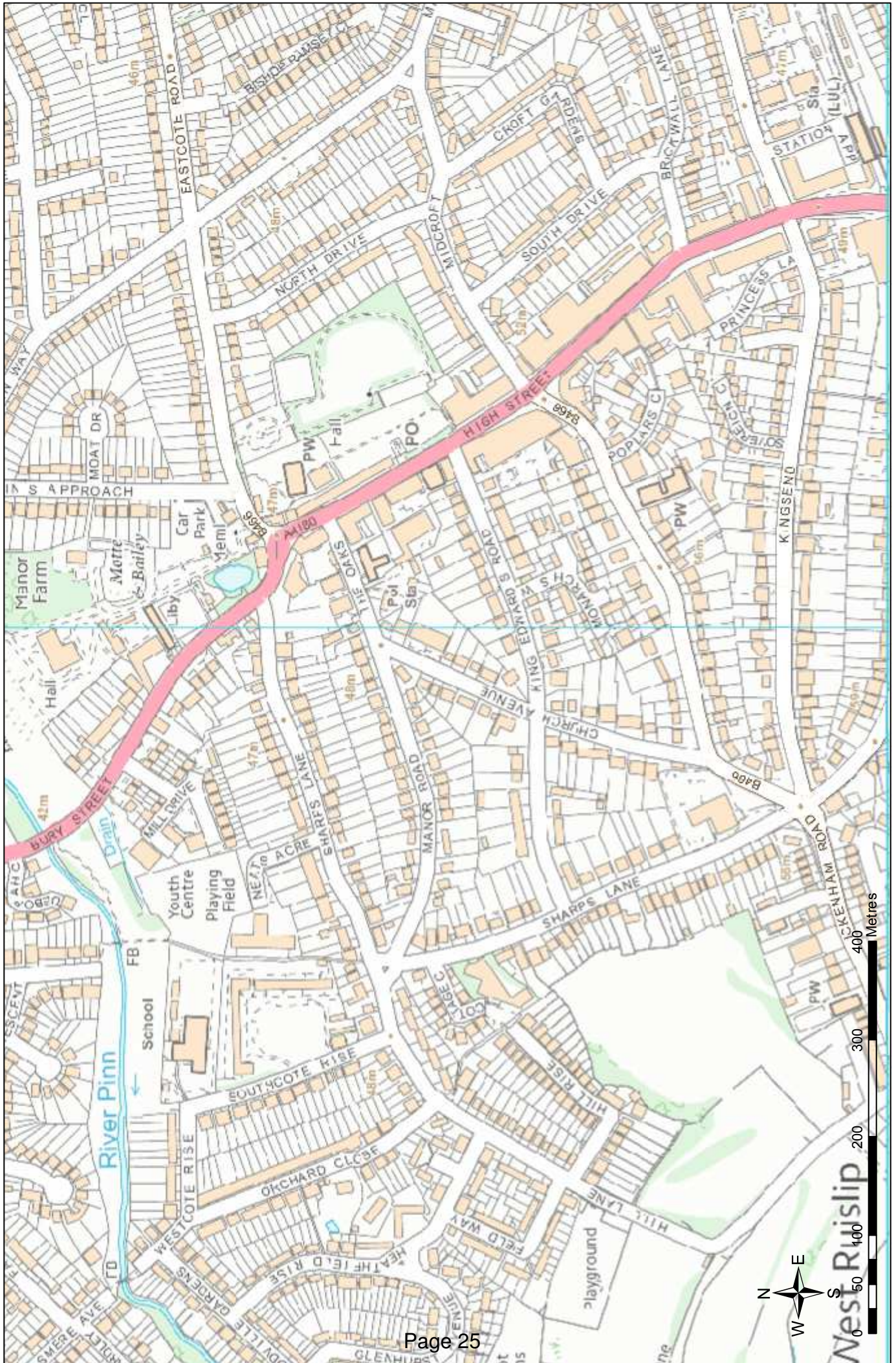
### **Relevant Service Groups**

None at this stage

## **6. BACKGROUND PAPERS**

Petition received

# APPENDIX A - Location plan



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## PETITION REQUESTING A PARKING MANAGEMENT SCHEME FOR EAST AVENUE, 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
<b>NOT FOR PUBLICATION</b> This report contains confidential or exempt information	N / A

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition requesting residents' parking to be introduced in East Avenue, 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>	Townfield

### 2. RECOMMENDATION

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

- 1. Listens to their request for a Parking Management Scheme to be introduced in East Avenue, Hayes**
- 2. Subject to the outcome of the above, decides if the request for a Parking Management Scheme in East Avenue 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 25 signatures has been submitted to the Council signed by residents of East Avenue, Hayes and represents 10 out of the 157 properties in the road. The petitioners are mainly residents living in a section of the road between the junctions of Glebe Road and East Way. In an attached statement the lead petitioner sets out residents' concerns as:

*"People parking in front of the houses and residents being unable to get in to or out of their own driveways. Starting from 49A, East Avenue Hayes and extending all the way towards 63 East Avenue onwards.*

*Parking Management system, maybe residents parking permits plus one guest parking permit per household"*

Attached as Appendix A is an area plan showing East Avenue.

2. The southern end of East Avenue where it meets Coldharbour Lane is predominantly made up of commercial premises and provides access to Botwell Green Sports and Leisure Complex. This section of the road already benefits from disabled parking, Pay and Display parking and some double yellow lines. The rest of East Avenue is mainly residential and provides unrestricted parking. As a consequence it is probably an attractive place to park for visitors to the shops and local amenities in Hayes Town Centre.

3. Although the petition has only been signed by residents in a small section of East Avenue, the Cabinet Member will be aware of the sensitivities with the introduction of new Parking Management Scheme in isolation, as there is the risk that solving the parking issues in a single section of road may lead to displacement of the problem into the adjacent area. For this reason Parking Management Schemes are usually more suitable when they cover a carefully defined area with a number of roads.

4. It is therefore recommended that the Cabinet Member discusses with petitioners their concerns and if considered appropriate, asks officers to add this request to the future parking scheme programme to see if residents would like to consider proposals for a parking scheme in



East Avenue. 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 East Avenue 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 East Avenue 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, confirming that there are no direct financial implications arising from the recommendations set out above

### **Legal**

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

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

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

### **Corporate Property and Construction**

None at this stage.

### **Relevant Service Groups**

None at this stage.

### **6. BACKGROUND PAPERS**

Petition received



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