



HILLINGDON  
LONDON



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

**Date:** WEDNESDAY, 14  
SEPTEMBER 2016

**Time:** 7.00 PM

**Venue:** COMMITTEE ROOM 3 -  
CIVIC CENTRE, HIGH  
STREET, UXBRIDGE  
UB8 1UW

**Meeting  
Details:** Members of the Public and  
Press are welcome to attend  
this meeting

## **Cabinet Member hearing the petitions:**

Keith Burrows, Cabinet Member for  
Planning, Transportation and Recycling

## **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:** Thursday, 1 September 2016

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***Putting our residents first***

Lloyd White  
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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>	7pm	Field End Road, Ruislip - Petition for a Nighttime Restriction or Ban on Large Goods Vehicles' Movements	South Ruislip	1 - 8
<b>5</b>	7pm	Petition Requesting a Resolution to the Noise and Traffic Nuisance to the Residents of Harvey Road, Northolt	South Ruislip	9 - 14
<b>6</b>	7.30pm	Edwards Avenue, Ruislip - Petition Requesting Traffic Calming Measures	South Ruislip	15 - 20
<b>7</b>	8pm	Petition Requesting a Parking Management Scheme in Grove Road and Moor Park Road, Northwood	Northwood	21 - 26
<b>8</b>	8pm	Petition Requesting a Parking Management Scheme and One-Way Working for Money Lane, West Drayton	West Drayton	27 - 32

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# Agenda Item 4

## FIELD END ROAD, RUISLIP- PETITION FOR A NIGHTTIME RESTRICTION OR BAN ON LARGE GOODS VEHICLES MOVEMENTS

<b>Cabinet Member</b>	Councillor Keith Burrows
<b>Cabinet Portfolio</b>	Planning, Transportation and Recycling
<b>Officer Contact</b>	Sophie Wilmot, Transport and Projects
<b>Papers with report</b>	Appendix A - Site Plan

### 1. HEADLINE INFORMATION

<b>Summary</b>	To advise the Cabinet Member that a petition has been received from the residents of Field End Road, Ruislip requesting a night-time restriction or ban of Large Goods Vehicles (LGVs) along Field End Road.
<b>Contribution to our plans and strategies</b>	The petition will be considered within the context of the Council's Sustainable Community Strategy and Local Implementation Plan including the transport strategy and road safety strategy.
<b>Financial Cost</b>	There are no direct financial implications at this stage. Marginal costs to undertake traffic surveys would be incurred if these are commissioned by the Cabinet Member.
<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services
<b>Ward(s) affected</b>	South Ruislip, Cavendish and Eastcote & East Ruislip

### 2. RECOMMENDATIONS

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

- 1. listens to their concerns regarding the social problems being created by the passage of Large Goods Vehicles (LGVs) during the night and their request to restrict or ban this LGV traffic during night-time hours.**
- 2. subject to the above, asks officers to undertake a 24/7 traffic volume and speed survey, with the location of the survey to be agreed with petitioners.**
- 3. subject to the above, asks officers to consider the petitioners' suggestions, undertake further considerations and report back to him.**

## Reasons for recommendations

To give the Cabinet Member the opportunity to discuss in detail the petitioners' concerns. To investigate in further detail the request by petitioners.

## Alternative options considered / risk management

Options will be discussed with the petitioners.

## Policy Overview Committee comments

None at this stage.

## **3. INFORMATION**

### Supporting Information

1. A petition with 50 signatures has been submitted to the Council under the following terms:

*'This petition is in respect of the social problems being created by the constant passage of LGV's (Large Goods Vehicles) used to deliver stock to local businesses during the night using Field End Road. In particular, but not limited to Ocado. A requirement is needed to restrict or ban this traffic between the hours of midnight and 6am'*

2. Field End Road, Ruislip is around 2.6 miles (4,185m) in length, running from the junction with High Road, Eastcote to where it merges into Eastcote Lane at the Borough boundary. Field End Road has a mix of uses including a large number of residential properties; smaller retail units making up Eastcote Town Centre; larger retail units and schools. Access to Eastcote Underground Station is also via Field End Road. Given the length of Field End Road, it is located within three Wards: South Ruislip; Cavendish and Eastcote & East Ruislip.

3. The signatures on the petitions are mainly located within a 350m stretch of Field End Road from Parkfield Crescent at the recreation ground to the junction of Field End Road with Well Close. This is entirely within the South Ruislip Ward. It should also be noted that the majority of the signatures came from residents on the eastern side of the road. It is not known whether the petitioners' views are shared by residents on the other side of the road or in other areas of Field End Road.

4. Field End Road is a single carriageway in both directions but is very wide, being around 10m wide along its length. There is also a bus route, 282, which operates along the entire length of Field End Road, providing a service between Mount Vernon Hospital and Ealing Hospital with the first bus being at 05:21 and the last bus being 00:15. There are also two further bus services, the 398 and H13, which intersect Field End Road close to Eastcote Station.

5. Field End Road is one of the key roads in this area for the distribution of traffic with the majority of roads accessed from it being residential in nature. In addition to this, there are a number of height and weight restrictions in the area limiting options for the movement of larger vehicles in the area. The most notable restriction hampering access between the A40 and the

industrial areas off of Victoria Road is the 3.6m height restrictions of the railway bridges along Station Approach, South Ruislip.

6. The petition request specially refers to the operation of deliveries for the Ocado depot. The Ocado depot is located along Stonefield Way, South Ruislip, accessed from Victoria Road. The Ocado depot is located in an area with a large number of industrial units; car showrooms and larger retail outlets such as Homebase, Pets at Home and Wickes.

7. As part of the planning application for the erection of a vehicle maintenance workshop at the Ocado site in 2013 (52416/APP/2013/2249), a Travel Plan was submitted that highlights that the anticipated number of LGVs which would arrive at the site per day as 12. The Travel Plan also outlines the timings of these. These are summarised in Table 1.

<b>Table 1: Summary of stated Large Good Vehicle Movements associated with Ocado, South Ruislip</b>					
<i>Large Goods Vehicles arriving at the site are scheduled to arrive in pairs</i>					
AM			PM		
1&2	3&4	5&6	7&8	9&10	11&12
05:00	05:45	06:30	13:00	13:45	14:00

8. The lead petitioner, a member of the South Ruislip Residents Association, wrote to the Ocado Group Head Office asking if it *'would be possible to open the lines of communication to discuss your articulated lorries which distribute to your South Ruislip depot. In particular, the route taken by the drivers to reach the depot.'*

9. A response was received from the General Manager - Service Delivery of Ocado who stated the following:

*'Unfortunately there are legal restrictions on the routes we are able to take in order to reach the Depot. In order to comply with our legal obligations, the route currently taken by our vehicles is one that has been formally agreed with the London Lorry Control Scheme. This scheme is run by London Councils.'*

*The Depot site is within a road network which is controlled by the London Lorry Control Scheme. This means that night-time and weekend movements are restricted, which is why we were legally obliged to seek authority to determine a permitted route. The London Lorry Control Scheme has to take account of the fact that our trailers are 4.9 meters high and cannot pass under the low bridges which are in the vicinity of the Depot. This is why the route which we were forced to take is not the most direct route from the A40.'*

10. The London Borough of Hillingdon is not currently a subscriber to the London Lorry Control Scheme, but is still supportive of lessening the impact of LGV movements on residents of the Borough. Even though the Council is currently not a subscriber, the London Councils website states that the Traffic Order for the restriction applies in all 32 London Boroughs and the City of London. However, currently only 29 of the boroughs allow London Councils to enforce the restriction. The London Borough of Hillingdon is one of the 4 boroughs that does not currently permit this enforcement.

11. The Cabinet Member will be aware that the Council works with businesses on delivery and servicing plans as well as freight management in order to ensure the impact of freight

movements on residents and users of the Borough are kept to a minimum. The Cabinet Member may therefore wish, after hearing from the petitioners, to consider instructing officers to undertake further investigation into the issues surrounding LGV movements in this area; investigation into possible options and to report back the findings to him.

12. The Cabinet Member will be further aware that the Council sometimes commissions special 24/7 traffic surveys to establish the volume and speed of traffic in a particular location. These surveys can provide information of the size and time of LGV movements, which may be beneficial to undertake in the area where the majority of petitioners are located. The Cabinet Member may therefore wish to consider instructing officers to commission such a survey along a section of Field End Road with the location of the survey to be agreed with the petitioners, reporting the survey results back to him and Ward Members.

### **Financial Implications**

None at this stage. However, marginal costs of £200 for a 24 hour Automatic Traffic Counter (ATC) in two locations would typically be incurred should traffic surveys be commissioned. This cost would be contained within existing budgets.

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

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

It will allow for consideration of petitioners' concerns over the movement of Large Goods Vehicles and consideration of ways to lessen the impact on residents.

### **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 above, noting any marginal costs arising from the recommendations will be contained within existing revenue budgets.

### **Legal**

There are no special legal implications for the proposal to discuss with petitioners their request for a night-time restriction or ban of Large Goods Vehicles along Field End Road, which amounts to an informal consultation. A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage. Fairness and natural justice requires that there must be no predetermination of a decision in advance of any wider non-statutory consultation.

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

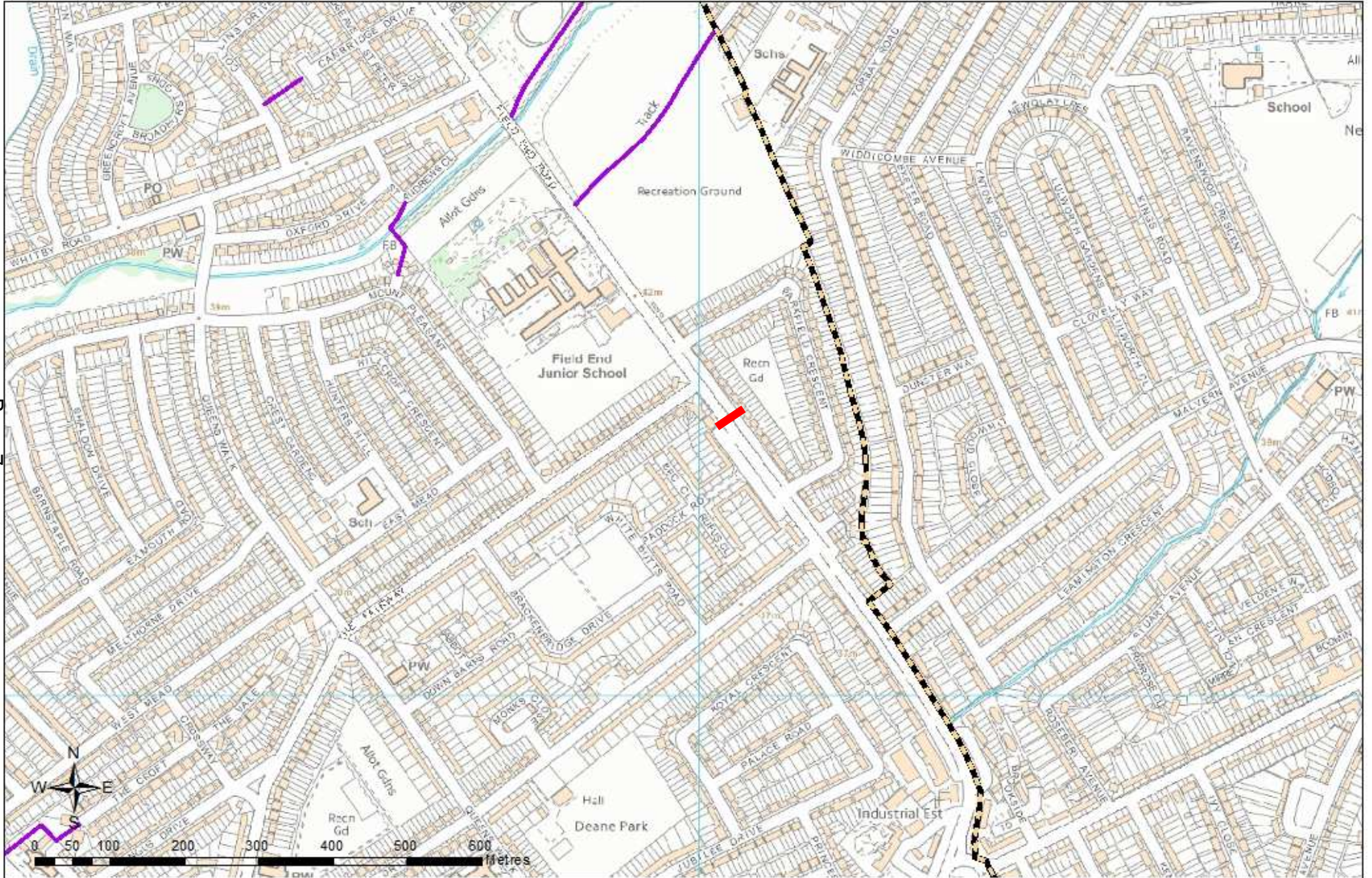


Should there be a decision that further measures are to be considered, then the relevant statutory provisions will have to be identified and considered.

## **6. BACKGROUND PAPERS**

None.

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**Map Notes** Proposed location of survey close to the majority of petitioners

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# Agenda Item 5

## PETITION REQUESTING A RESOLUTION TO THE NOISE AND TRAFFIC NUISANCE TO THE RESIDENTS OF HARVEY ROAD, NORTHOLT

<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
<b>Papers with report</b>	Appendix A

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition from residents of Harvey Road, Northolt requesting measures to address noise and traffic issues associated with the nearby Shree Kutch Leva Patel (SKLP) Sports and Community Centre.
<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 and road safety.
<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>	South Ruislip

### 2. RECOMMENDATIONS

**Meeting with the petitioners, the Cabinet Member for Planning, Transportation and Recycling:**

- 1. listens to their request for measures to address traffic nuisance associated with the SKLP Community Centre.**
- 2. subject to the outcome of the above, asks officers to investigate options to address residents' concerns for possible further future consultation.**
- 3. advises petitioners that the SKLP Community Centre is in the London Borough of Ealing who would be responsible for taking action against possible noise nuisance associated with the Centre. However, asks officers to contact colleagues in Ealing Council to inform them of the residents' concerns.**

## Reasons for recommendations

To allow the Cabinet Member to discuss with petitioners their concerns and, if appropriate, add their request to the parking and road safety forward 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 69 signatures has been submitted to the Council under the following heading:

*"We the undersigned, request help from Hillingdon Council to stop the SKLP Club in West End Road, South Ruislip causing noise and traffic nuisance to the residents of Harvey Road and neighbouring streets during their annual religious festivals".*

Of the 69 signatures on the petition, 22 are residents of Harvey Road which represents 14 of the 70 properties in the road. Attached as Appendix A is a location plan showing Harvey Road.

2. Harvey Road is a mainly residential no through road at the eastern extremity of the borough. Harvey Road is bounded on the north and east side by the SKLP Sports and Community Centre which is located just over the Borough boundary in Ealing.

3. Although the SKLP Sports and Community Centre has on-site parking, it is apparent from the petition that Harvey Road suffers from traffic issues at particularly busy times as this is one of the closest unrestricted roads to the community centre. It is not, however, clear from the petition what exactly the "traffic nuisance" is that they are referring to so the meeting provides an ideal opportunity to discuss with the Cabinet Member their specific concerns and possible options that residents may find acceptable to mitigate these.

4. The Cabinet Member will recall that, in October 2010, the Council consulted residents of Harvey Road and other roads in the South Ruislip Ward on possible options to manage the parking in their road. An information leaflet and questionnaire was delivered to every property in Harvey Road and, of the 70 delivered, 36 responses indicated they were happy with the existing parking arrangements, one supported yellow line restrictions and there was no support at the time for the option of a Parking Management Scheme. In accordance with Council practice, it was decided that parking arrangements in Harvey Road remain as existing.

5. Petitioners have raised the noise issue from SKLP. The Cabinet Member will be aware that the premises are located within the London Borough of Ealing. On Ealing Council's website it states that the Council deals with *"noise from entertainment premises such as pubs, bars and clubs"*. It is therefore suggested that, if residents have not already done so, the Cabinet Member

asks officers to liaise with colleagues in Ealing Council on the concerns of noise nuisance from SKLP expressed by residents.

6. To summarise, it is therefore recommended that, subject to discussions with petitioners, the Cabinet Member asks officers to add this request to the future parking and road safety scheme programme for further investigation on possible options to address their concerns.

### **Financial Implications**

There are none associated with the recommendations to this report. However, if the Council was to consider the introduction of measures in Harvey 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 or road safety measures in Harvey Road, consultation will be carried out with residents to establish if there is overall support. A previous informal consultation on options to manage parking in the road was undertaken in October 2010.

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

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

### **Legal**

There are no specific legal implications arising from the recommendation, which amounts to an information discussion and consultation with residents. A meeting with the petitioners is legitimate as part of a listening exercise, especially where the substance of the request, consideration of the policy, factual and engineering issues with regard to traffic and noise nuisance are still at a formative stage.

In considering any informal consultation responses, decision makers must ensure that there is full consideration of all representations arising including those which do not accord with the officer recommendations. Accordingly, the Council must balance the concerns of the petitioners with its statutory duty to secure the safe and expeditious and convenient movement of vehicular and other traffic. Should the outcome of the informal discussions with petitioners require that officers add the request to the Council's Road Safety Programme for subsequent investigation, there will be a need to consider the Highways Act 1980, the Road Traffic Regulation Act 1984,

the Traffic Signs Regulations and General Directions 2002. Legal Services can provide legal advice on any traffic regulation scheme if so required.

**Corporate Property and Construction**

None at this stage.

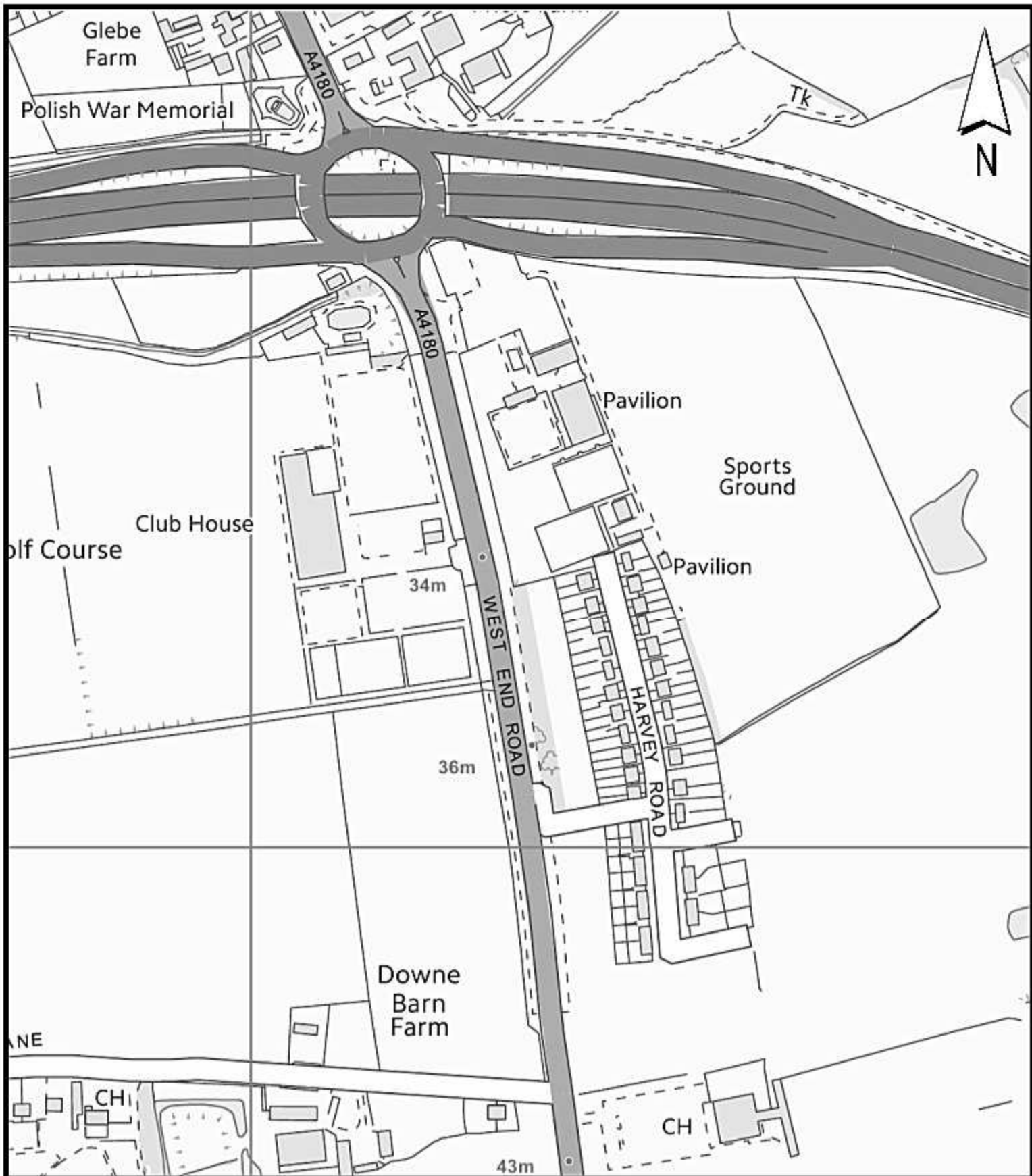
**Relevant Service Groups**

None at this stage.

**6. BACKGROUND PAPERS**

NIL.





Harvey Road, Northolt - Location plan

Appendix A

Date August 2016

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## EDWARDS AVENUE, 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 Flew, Residents Services
<b>Papers with report</b>	Appendix A - Location plan

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition requesting traffic calming measures on Edwards Avenue, 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' and Environmental Services
<b>Ward affected</b>	South Ruislip

### 2. RECOMMENDATIONS

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

1. Considers their concerns regarding vehicle speeds in Edwards Avenue;
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 February 2010 and February 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 Councillors; and;
4. Subject to the above asks officers to add the petitioners' request to the Council's Road Safety Programme for further investigation.

## Reasons for recommendations

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

*"We, the undersigned are concerned that Edwards Avenue, South Ruislip, is being used as a 'rat run' by motorists trying to jump the traffic queues along Station Approach during rush hour times. They speed up Great Central Ave then across Edwards Ave and down Mahlon Road to rejoin the traffic in Station Approach. These motorists are a danger to children walking to and from Bourne School and we request the installation of speed tables and the introduction of a 20mph speed limit along Edwards Avenue and neighbouring roads".*

2. Edwards Avenue is a residential road located within the South Ruislip Ward. A location plan is attached as Appendix A to this report. The Cabinet Member will be aware that a diagonal road closure was installed at the junction of Edwards Avenue and Mahlon Avenue some years ago to prevent south-westbound traffic on Station Approach from by-passing the traffic signals at its junction with West End Road.

3. According to the recent petition, motorists are now trying to by-pass south-westbound traffic queues on Station Approach during peak times by using Great Central Avenue and Edwards Avenue as a "rat run" and then rejoining Station Approach via Mahlon Avenue.

4. The Cabinet Member may recall hearing an earlier petition in February 2010 from residents requesting action to stop "dangerous speeding that occurs on Edwards Avenue". In response, the Council commissioned independent vehicle speed and volume surveys at two locations on Edwards Avenue. The survey results indicated that the majority of eastbound vehicles were travelling between 29 and 31 mph and the majority of westbound vehicles were travelling between 31 and 32 mph. The Cabinet Member asked for these results to be shared with the local Safer Neighbourhoods Team to assist with targeted enforcement in the area.

5. Further in-house traffic surveys were undertaken in Edwards Avenue in February 2015 as part of the Council's Road Safety Suggestion Programme which indicated that the majority of eastbound vehicles were travelling at 31 mph and the majority of westbound vehicles were travelling at 29 mph. The Council did not have sufficient evidence to justify the installation of traffic calming measures at that time.

6. Analysis of the latest available Police recorded personal injury accident data for the three year period ending December 2015 has indicated that there have been no accidents on Edwards Avenue.

7. To assist with investigations concerning the speed of vehicles using Edwards Avenue, 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. 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. Subject to the outcome of further investigations, it is suggested that the Cabinet Member considers asking officers to add Edwards Avenue to a future phase of the Council's VAS programme.

9. 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 and concurs with the financial implications set out above.

### **Legal**

There are no special legal implications for the proposal to discuss with petitioners their request to add Edwards Avenue to a future phase of the Councils Road Safety Programme for further investigation, 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

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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.

## **6. BACKGROUND PAPERS**

Nil.

APPENDIX A - location plan



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# Agenda Item 7

## PETITION REQUESTING A PARKING MANAGEMENT SCHEME IN GROVE ROAD AND MOOR PARK ROAD, NORTHWOOD

<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
<b>Papers with report</b>	Appendix A

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition requesting a Parking Management Scheme in Grove Road and Moor Park Road, Northwood.
<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>	Northwood

### 2. RECOMMENDATIONS

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

1. Listens to their request for a Parking Management Scheme to be introduced in the area.
2. Subject to the outcome of the above, decides if the request for a Parking Management Scheme in Moor Park Road, Grove Road 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 recommendations

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

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PART I – MEMBERS, PUBLIC AND PRESS

## 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 77 signatures has been submitted to the Council signed by residents of Moor Park Road and Grove Road under the following heading.

*"We, the undersigned, ask the London Borough of Hillingdon to introduce a system of controlled parking on Grove Road/Moor Park Road. The present system of unregulated parking is a hazard for local residents and pedestrians"*

2. In an accompanying statement the lead petitioner helpfully sets out the residents' concerns as:

*"Moor Park Road and Grove Road experience car parking suggestion during the working week on a daily basis with cars parked outside residents' homes between 7.30am and 6.30pm. This results in one way traffic around 8-8.30am and 3.30-4pm. Other consequences include:*

- a) Road visibility for children crossing the road is impaired;*
- b) Drivers' visibility for pedestrians is reduced;*
- c) Residents exiting driveways have reduced visibility of on-coming traffic;*
- d) Residents exiting driveways suffer from restricted manoeuvring as a result of cars parked close to and opposite driveways.*

*The problem exists because all other surrounding roads have controlled parking or Parking Management Schemes in place - these two roads are unregulated.*

3. Moor Park Road and Grove Road are predominantly residential roads just a short walk from Northwood Underground Station, Northwood town centre shops and the many local amenities. As the lead petitioner alluded, these roads are some of the closest roads to the town centre which do not benefit from either a residents' only permit parking scheme or limited time waiting restrictions. St Martin's Preparatory School is situated at the western end of Moor Park Road.

4. The Cabinet Member will recall that in 2010, the Council consulted Moor Park Road, Grove Road and Mezen Close on options to manage the parking. An information leaflet was delivered together with a questionnaire asking for their views. The information leaflet explained to residents the available options to control parking and that if they were satisfied with the existing arrangements to indicate this on the questionnaire. It also contained details on the operational aspects of a Parking Management Scheme. 110 were delivered and 54 returned, which is a response rate of 49%.

5. At that time the Council received a mixed response from the residents of Moor Park Road, with 16 wanting no change to the current parking arrangements, 10 wanting a waiting restriction, and three wanting a Parking Management Scheme to be implemented. Responses received from

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## PART I – MEMBERS, PUBLIC AND PRESS

Mezen Close also indicated little or no support to change the existing parking arrangements. It was therefore recommended that these roads were not included in a possible scheme at that time and in accordance with Council practice, it was recommended that the parking arrangements in the above roads remain as existing.

6. Responses received from residents of Grove Road during the informal consultation indicated support for a Monday – Friday 1-2pm waiting restriction which are the days and the times the existing nearby scheme operates. A detailed design on waiting restrictions was subsequently prepared and was subject to a statutory consultation. During the consultation nine responses were received with six of these objecting to the proposals and three in support. All six of the objections received indicated that the restrictions will prevent residents from parking their own vehicles on-street during the hours of operation. A further nine objections were received outside of the consultation period. As there was significant local opposition to the proposals it was again decided not to progress these restrictions at that time in view of residents' concerns.

7. Although previous consultations on options to manage the parking in Grove Road, Moor Park Road and Mezen Close indicated little support for restrictions, a number of roads in the area have been included in the Northwood Parking Management Scheme. It is therefore likely that some parking may have transferred to these roads. 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 options to manage the parking in their roads. Although the petition does not specifically mention Mezen Close, given its close proximity to the other roads it seems appropriate to include this road in a possible future consultation if the Cabinet Member is minded to ask officers to add this request to the parking scheme programme.

### **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 the area, 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 the area, consultation will be carried out with residents to establish if there is overall support.

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

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

## **Legal**

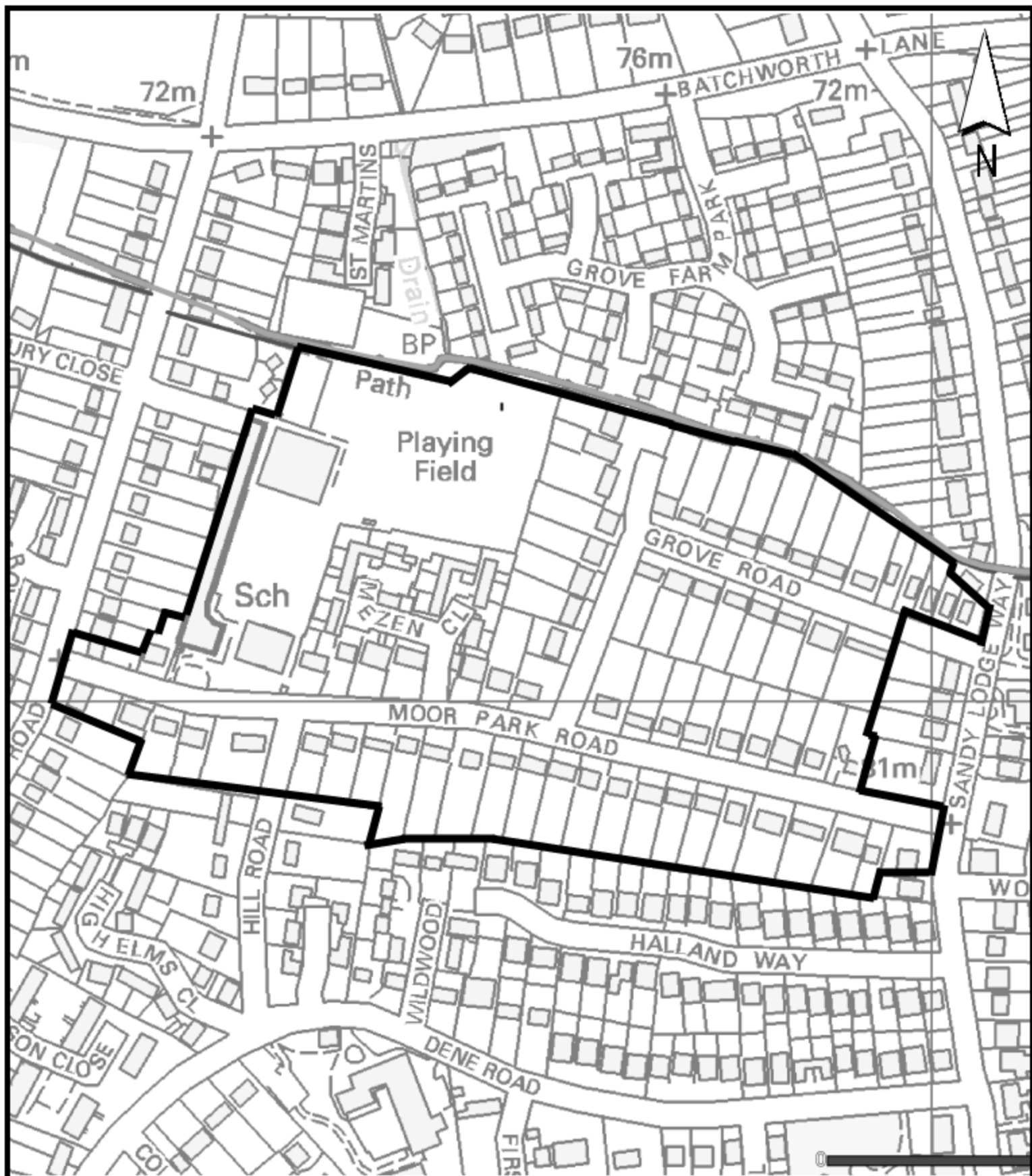
There are no special legal implications for the proposal to discuss with petitioners their request for a parking management scheme in Grove Road and Moor Park Road, Northwood which amounts to an informal consultation. A meeting with the petitioners is perfectly legitimate as part of a listening exercise, 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.

## **6. BACKGROUND PAPERS**

Petition received.




## Grove Road, Mezen Close & Moor Park Road, Northwood

Appendix A

Date: November 2010

Scale: 1:3,000

 Boundary of consultation area

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# Agenda Item 8

## PETITION REQUESTING A PARKING MANAGEMENT SCHEME AND ONE-WAY WORKING FOR MONEY LANE, WEST DRAYTON

<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
<b>Papers with report</b>	Appendix A

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition from residents of Money Lane, West Drayton requesting a Parking Management Scheme and one-way working for their road.
<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 and road safety.
<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>	West Drayton

### 2. RECOMMENDATIONS

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

- 1. listens to their request for a Parking Management Scheme to be introduced in Money Lane.**
- 2. subject to the outcome of the above, decides if the request for a parking scheme could be added to the Council's future parking scheme programme for further investigation and more detailed consultation when resources permit.**
- 3. considers their request for a one-way working in Money Lane, notes the fact that this road serves a number of cul-de-sacs who would also undoubtedly have an opinion on such an idea, and, subject to the discussion at the petition hearing, considers asking officers to add the petitioners' request to the forward Road Safety Programme for further investigation.**

## Reasons for recommendations

To allow the Cabinet Member to discuss with petitioners their concerns and, if appropriate, add their request to the parking and road safety forward 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 54 signatures has been submitted to the Council from residents of Money Lane, West Drayton. In an accompanying statement the lead petitioner details the residents' concerns as:

*"Money Lane is often heavily over-parked. Vehicles are frequently there for long periods, that is throughout the day or even weeks. Many residents have speculated that this is due to commuters (something that will increase with the advent of Cross Rail) and or on-street parking associated with airport - both because of the close proximity to the U3 bus route and possible some commercial parking interests.*

*The situation exacerbates difficulties associated with parents parking to take or collect children to/from Saint Catherine's Church School at the eastern end of the road. The road is extremely narrow in that area and some parents park irresponsibly making it very dangerous for residents trying to use the road way, service vehicles such as the refuse truck and the mini bus service the residents of the accommodation located at the other end of the road. On many occasions it would be impossible for emergency vehicles to pass through the area without delay.*

*The pavement through this narrow section is also of sub-standard width making it dangerous for residents and children walking to school. Long-term parking on the one side outside Saint Catherine's Church Hall and Vicarage means that vehicles leaving Money Lane at the eastern end have to approach the Green on the wrong side of the road, frequently up to the actual junction. This makes the entrance blind for those coming into the road and is likely to lead to an accident. In the colder months some parents also park with their engines running having arrived early to find a spot. This is not only an offence but increases exposure of young children to localised pollution while their parents walk them through the parked vehicles.*

*The junction of Frays Close with Money Lane is effectively a "T" junction. It only has double yellow lines on the one bend which leads to parking immediately up to the junction on Frays Close and the other side in Money Lane. There are usually cars parked up to the double yellow lines on the other side of the intersection. This means that cars travelling in the opposite directions are travelling on the same side of the road.*

*There is a narrow stretch of Money Lane between Copse Close and the junction with Frays Close. This stretch is usually double banked (apart from the odd part where residents fed-up*



*with the situation have paid for cross-overs). It is frequently difficult to get an ordinary family car through that part and would either prevent or cause significant delays to emergency vehicles. I believe that this constriction of the available road often means that the mini bus serving the accommodation at that end of Money Lane has to perform a three-point-turn either into Copse Close (also heavily parked at that junction) or on the forecourt to private garages in the same area."*

2. Money Lane is a mainly residential road and the layout of the highway has changed little since the Ordnance Survey mapped the area in 1897. The carriageway and footway is narrow in places which reflect the time when this part of the highway network was constructed. St Catherine's School and Church are located at the eastern arm of Money Lane.

3. Money Lane runs effectively in a loop to the west of The Green/Mill Road, with no other exit points to the wider highway network and, although it provides access to a number of other side roads such as Catherine's Close, Brooklyn Way, Wren Drive, Frays Close and Copse Close, it should be noted that all of these roads are cul-de-sacs and there is no other means of access to each of them other than via Money Lane itself.

4. Although the lead petitioner mentions several concerns in the covering statement submitted with the petition, they helpfully set out some outcomes they would like to see to address their concerns which they have summarised as the following:

*"A Parking Management Scheme with permits for residents. Double yellow lines to address irresponsible parking - especially on all side of the junction with Frays Close and in the area of the narrow section between Brooklyn Way (opposite to the school playing field) up to the section opposite the junction with Wren Drive. A one-way road system at least between the entrances from the Green to the junction with Wren Drive. Although, some residents canvassed have expressed the view that it should cover the whole of Money Lane".*

5. The Cabinet Member will be aware the installation of a Parking Management Scheme in one road can often have the effect of transferring parking to other nearby roads that currently do not experience issues with non-residential parking. It is therefore suggested that, subject to the outcome of discussions with petitioners, officers liaise with Ward Councillors to establish if there are other roads in the area which could benefit from being included in a wider consultation on options to manage parking.

6. Petitioners have also requested that consideration should be given to the introduction of a one-way system in part or for the length of the road. The implementation of a one-way working scheme is often a contentious issue but the narrow nature of certain parts of this road, and with vehicles parking on one side, effectively restricts the width of the road to one running lane.

7. The request for a one-way working may have merit since the distance residents may need to travel to reach their destination is relatively short. On the other hand, petitioners should bear in mind the fact that traffic speeds in one-way roads inevitably become higher for the simple reason that drivers know they will not meet traffic coming the other way. There is clearly therefore a road safety aspect to be considered.

8. It is also highly likely that some of the residents living in the cul-de-sacs mentioned above may have strong opinions on the merits, or otherwise, of any one-way system, especially if it makes parts of their journey to or from The Green/Mill Road more onerous. There is no previous work on considering such an idea in the area and it is likely that the consultation involved would be

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## PART I – MEMBERS, PUBLIC AND PRESS

extensive. With this in mind, the Cabinet Member may wish to seek the level of support for what might be a contentious idea from the petitioners as well as his Ward Member colleagues.

9. It is therefore recommended that, subject to the outcome of discussions with petitioners, the Cabinet Member decides if this request can be added to the Council's Road Safety Programme for further investigation.

### **Financial Implications**

There are none associated with the recommendations to this report. However, if the Council were to consider changing the current parking arrangements in the area or would consider the introduction of a one-way working, funding would need to be identified from a suitable source.

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

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

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

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

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

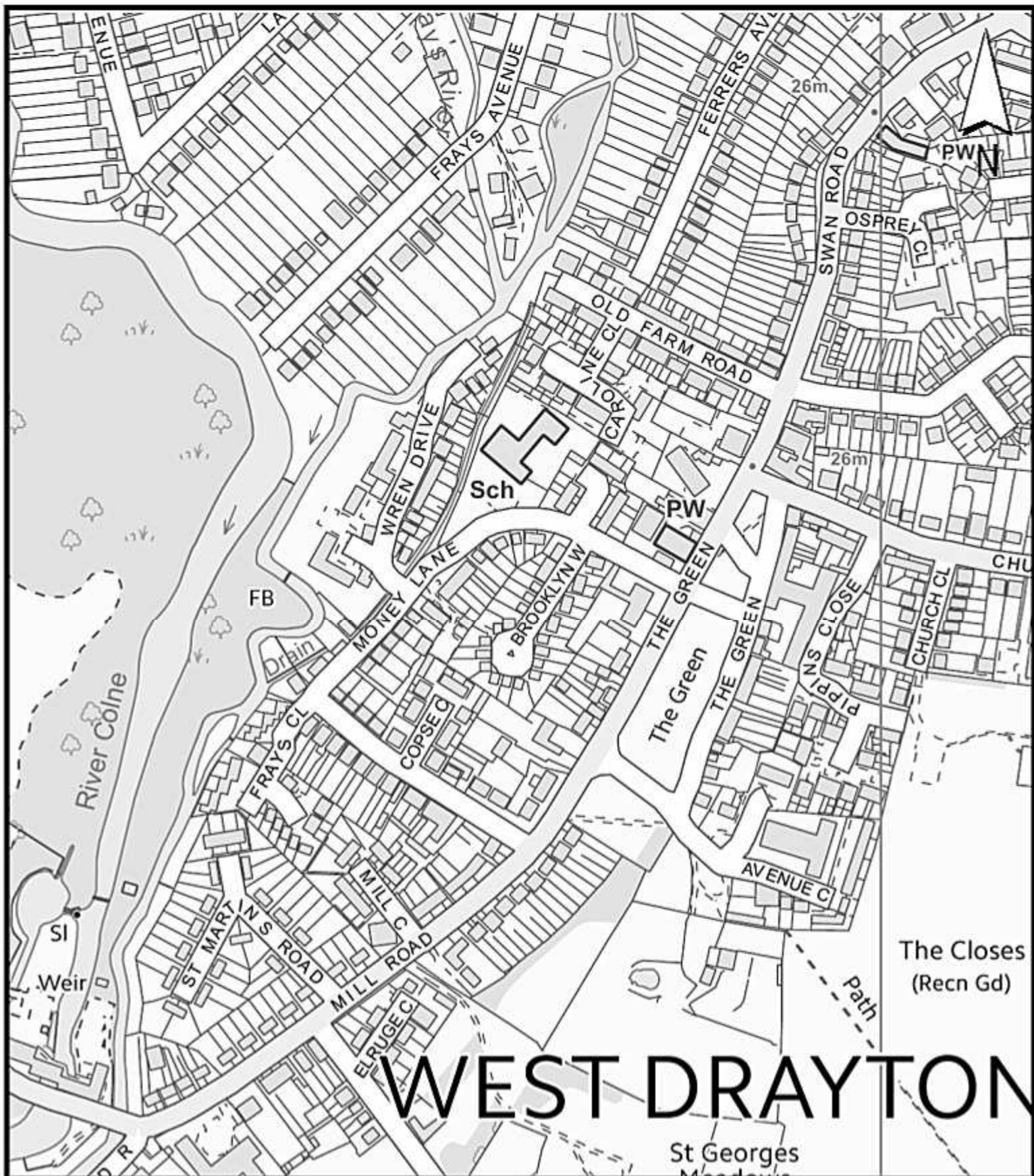
### **Legal**

There are no specific legal implications arising from the recommendations, which amount to an informal discussion and consultation with residents. A meeting with the petitioners is legitimate as part of a listening exercise, especially where the substance of the request, consideration of the policy, factual and engineering issues with regard to traffic and noise nuisance are still at a formative stage.

In considering any informal consultation responses, decision makers must ensure that there is full consideration of all representations arising, including those which do not accord with the officer recommendations. Accordingly, the Council must balance the concerns of the petitioners with its statutory duty to secure the safe and expeditious and convenient movement of vehicular and other traffic. Should the outcome of the informal discussions with petitioners require that officers add the request to either the Council's Road Safety Programme for subsequent investigation, there will be a need to consider the Highways Act 1980, the Road Traffic Regulation Act 1984, the Traffic Signs Regulations and General Directions 2016. Legal Services can provide legal advice on any traffic regulation scheme if so required.

## **6. BACKGROUND PAPERS**

NIL.



Money Lane, West Drayton

Appendix A

Date August 2016

Scale 1:4,000



HILLINGDON  
LONDON

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