



HILLINGDON  
LONDON



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

**Date:** WEDNESDAY, 15  
FEBRUARY 2017

**Time:** 7.00 PM

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

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

## Cabinet Member hearing the petitions:

Keith Burrows, Cabinet Member for  
Planning, Transportation and Recycling  
(Chairman)

## How the hearing works:

The petition organiser (or his/her  
nominee) can address the Cabinet  
Member for a short time and in turn the  
Cabinet Member may also ask questions.

Local ward councillors are invited to these  
hearings and may also be in attendance.

After hearing all the views expressed, the  
Cabinet Member will make a formal  
decision. This decision will be published  
and sent to the petition organisers shortly  
after the meeting confirming the action to  
be taken by the Council.

**Published:** Tuesday, 7 February 2017

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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.

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>	19:00	Derwent Drive, Hayes - Petition Requesting a One-Way System	Charville	1 - 6
<b>5</b>	19:00	Petition Requesting Residents' Parking on Part of Pole Hill Road, Uxbridge	Charville; Hillingdon East	7 - 12
<b>6</b>	19:30	Petition Requesting a Parking Management Scheme in Austin's Lane, Ickenham	Ickenham	13 - 22
<b>7</b>	20:00	Lime Grove, Eastcote - Petition Asking the Council to Review the Need for Speed Calming Measures and Parking Controls in Lime Grove	Cavendish; Eastcote & East Ruislip	23 - 28
<b>8</b>	20:00	Richards Close, Hayes - Petition from Residents Asking for a Residents' Permit Parking Scheme	Heathrow Villages	29 - 34

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# Agenda Item 4

## DERWENT DRIVE, HAYES - PETITION REQUESTING A ONE WAY SYSTEM

<b>Cabinet Member(s)</b>	Councillor Keith Burrows
<b>Cabinet Portfolio(s)</b>	Cabinet Member for Planning, Transportation and Recycling
<b>Officer Contact(s)</b>	Caroline Haywood Residents Services Directorate
<b>Papers with report</b>	Appendix A - Location plan Appendix B - Speed survey results

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition from residents of Derwent Drive, Hayes requesting a one way system in their road.
<b>Contribution to our plans and strategies</b>	The request can be considered as part of the Council's strategy for on-street parking.
<b>Financial Cost</b>	There are none associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services.
<b>Ward(s) affected</b>	Charville

### 2. RECOMMENDATION

Meeting with the Petitioners, the Cabinet Member:

1. Listens to their concerns with traffic speeds and volumes in Derwent Drive, Hayes;
2. Notes the results of previous traffic surveys undertaken in Derwent Drive, Hayes (two in 2014 and one in 2015);
3. Subject to the outcome of the above, asks officers to undertake further traffic surveys, at locations agreed by the petitioners and then report back to the Cabinet member.

#### Reasons for recommendations

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

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

None at this stage.

## **Policy Overview Committee comments**

None at this stage

## **3. INFORMATION**

### **Supporting Information**

1. A petition with a total of 79 signatures from 77 residents of Derwent Drive, with two from Park Lane, has been received by the Council which represents 75 of the 84 households (89%) of Derwent Drive, Hayes.
2. The petition states *"We the undersigned residents of Derwent Drive sign this petition requesting something be done about the speed and volume of traffic using the road as a rat run, we understand if the majority of the residents make this request a one way system will be considered to solve the problem."*
3. Derwent Drive is a residential road with an older persons' care home and veterinary surgery at the southern end of the road. The carriageway is approximately 7 metres wide and is bounded by footways of approximately 2 metres in width. Currently, vehicles park on both sides of the road reducing the carriageway to one running lane in places. The location of Derwent Drive is shown on the plan attached as Appendix A to this report.
4. The Council previously received a petition in 2013 regarding rat running and vehicle speeds in Derwent Drive, following the introduction of the raised tables in Park Lane which runs parallel to Derwent Drive. In response to that petition two separate independent 24 / 7 speed surveys were undertaken in 2014. Both surveys showed vehicles were travelling between 20 and 25 mph. The volume of traffic was appropriate for this type of road. The results did not provide sufficient evidence at the time to justify further investigations into traffic calming or measures to deter rat running in Derwent Drive. The Council also undertook additional traffic surveys in 2015 and these supported the previous surveys. The details of these traffic surveys are shown in Appendix B of this report.
5. However, residents have indicated through this petition that rat running, traffic volumes and speeds are still a concern to residents in Derwent Drive, and they are requesting a one-way system. This type of measure to restrict traffic would apply to all residents, visitors and staff working at the care home and vets. Experience has shown that an unintended consequence of introducing a one-way working is the risk that vehicle speeds may increase as drivers would be aware they would not be held up by oncoming traffic.
6. It is therefore suggested that the Cabinet Member meets with petitioners to listen to their concerns in greater detail, and discusses the advantages and disadvantages of possible options to restrict access to their road. Subject to the outcome of these discussions the Cabinet Member could also recommend additional traffic surveys.

## **Financial Implications**

There are no financial implications associated with the recommendations to this report. If works are subsequently required, suitable funding will need to be identified within the Road Safety programme.

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

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

To allow the Cabinet Member an opportunity to meet with petitioners and discuss their concerns in detail.

### **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, noting works, if approved, will be subject to the usual capital release processes.

### **Legal**

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

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

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

### **Corporate Property and Construction**

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

### **Relevant Service Groups**

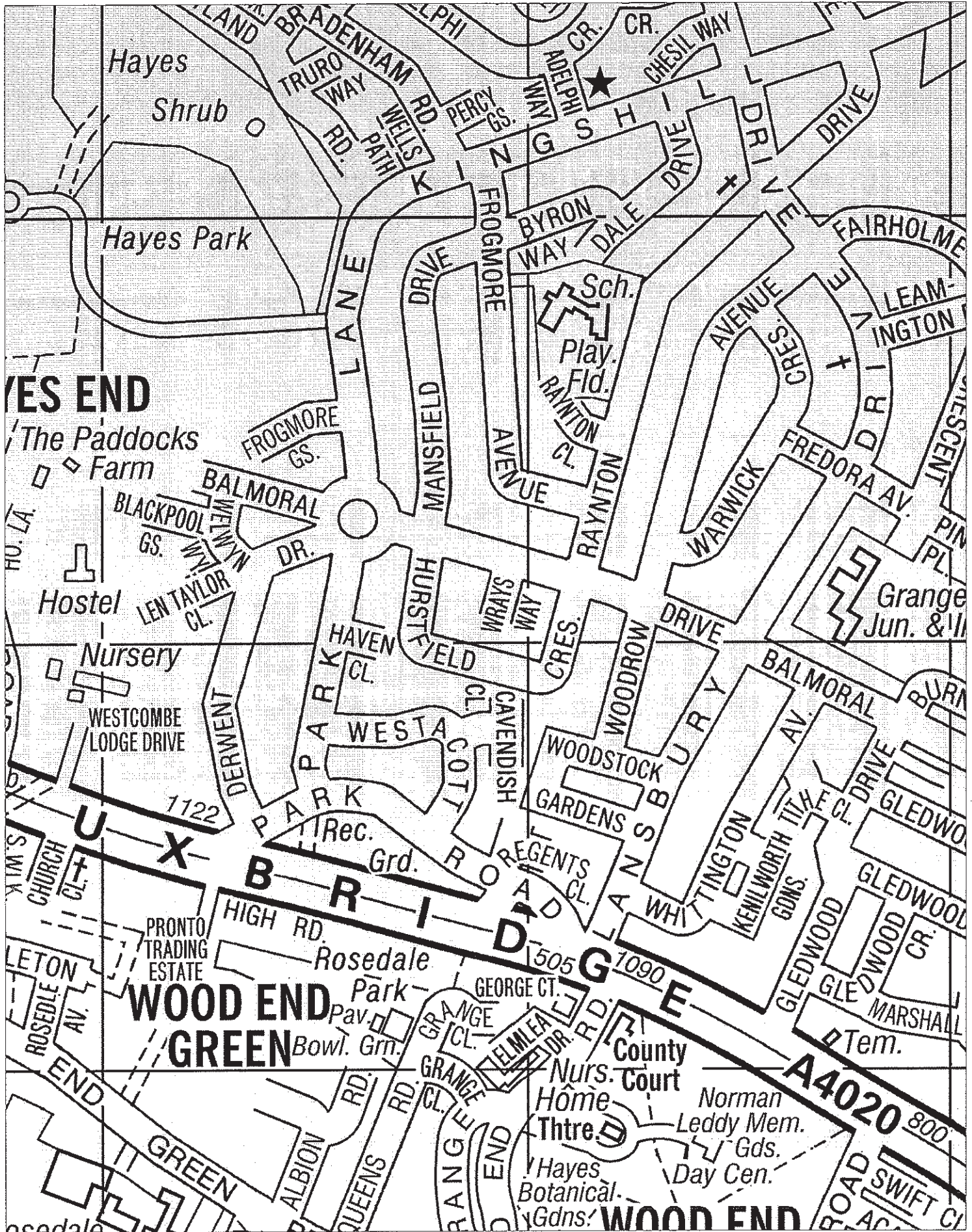
None at this stage.

## **6. BACKGROUND PAPERS**

None.



APPENDIX A



Derwent Drive, Hayes  
Speed survey results

24 hour / 7 day survey

Location	85% MPH	Total vehicles	30-35 mph	35-40 mph	40 - 45 mph	45 - 50 mph	50 - 55 mph	55 - 60 mph	60 -100 mph
<b>North of Park Road - northbound</b>									
March 2014	29	4,806	443	121	17	3	0	0	0
November 2014	29	4,670	418	96	7	2	0	0	0
October 2015	24	5,697	50	4	0	0	0	0	0
<b>North of Park Road - Southbound</b>									
March 2014	26	1,617	12	1	1	0	0	0	0
November 2014	25	1,224	37	3	0	0	0	0	0
October 2015	20	1,018	1	0	0	0	0	0	0
<b>South of Welwyn Way - Northbound</b>									
March 2014	30	4,361	568	148	30	4	1	0	0
November 2014	29	5,237	514	122	23	0	1	0	0
<b>South of Welwyn Way - Southbound</b>									
March 2014	26	1,171	30	4	0	0	0	0	0
November 2014	25	1,264	27	6	0	0	0	0	0

The 85<sup>th</sup> percentile speed is the speed at or below 85% of all vehicles are observed to travel. This is a nationally recognised method of assessing traffic speeds as it effectively refers to the majority of traffic movements.

## PETITION REQUESTING RESIDENTS' PARKING ON PART OF POLE HILL ROAD, UXBRIDGE

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

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition requesting residents' parking to be introduced in a section of Pole Hill Road, Uxbridge.
<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>	Charville & Hillingdon East

### 2. RECOMMENDATION

Meeting with the Petitioners, that the Cabinet Member:

1. Listens to their request for a residents' permit parking scheme to be introduced in the section of Pole Hill Road, Uxbridge near to Nos. 134 to 158.
2. Subject to the outcome of the above, decides if the request for a Parking Management Scheme in this part of Pole Hill Road, Uxbridge should be added to the Council's future parking scheme programme for further investigation and more detailed consultation when resources permit.
3. Instructs officers to liaise with colleagues in Hillingdon Housing Services to investigate the feasibility of including the parking areas within this section of Pole Hill Road, Uxbridge which fall under their ownership in possible future proposals for a Parking Management Scheme.

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

*"Recently, in the last few months, car parking in our area has been very difficult. People who came to the Swakeleys School and Lowdham Lodge park their cars in our parking place leaving no space for the local residents. Furthermore, there is a car garage in our area. Cars waiting for service in this garage are parked in our area sometimes overnight. Frequently we need to park our car a distance away and walk to our house carrying our goods from shopping.*

*Is there any possibility for the Council to enforce a 'residents permit parking scheme' in our area to help us in this issue please."*

2. This petition has been signed predominantly by the residents in the northeastern most section of Pole Hill Road, Uxbridge. This section of road provides pedestrian access to both Abbotsfield and Swakeleys Schools and in the area just north there are local businesses. As a result, this section of road forms an attractive area for non-residents to park.

3. This petition is effectively asking the Council to consider proposals for a residents' parking scheme in just part of Pole Hill Road, Uxbridge. Although the majority of the properties in this section of the road benefit from some form of off-street parking, due to the layout of the road it is possible that access to these areas could be compromised by inconsiderate parking. It is apparent that following investigation of the Highways Register, the parking areas for parking do not form part of the Council's adopted Highway network and fall under the remit of Hillingdon Housing Services. Attached as Appendix A is an extract of the Highways Register showing the layout of this section of Pole Hill Road and the areas of the road indicated in pink which are owned by Hillingdon Housing Services.

4. The Cabinet Member will be aware of similar instances where there have been parking issues in roads with areas of non public highway land that fall under the ownership of Hillingdon Housing Services. In some cases special arrangements have been made with Hillingdon Housing Services to incorporate these areas within parking schemes so that they can be enforced by the Council's Civil Enforcement Officers.

5. It is recommended that the Cabinet Member discusses with petitioners their concerns and if considered appropriate, asks officers to add this request to the future parking scheme programme to see if residents would like to consider proposals to manage the parking in this section of Pole Hill Road. In addition, as the only viable parking in this part of Pole Hill Road is within the areas of land that fall under the control of Hillingdon Housing Services, it is recommended that the Cabinet Member instructs officers to liaise with colleagues in Hillingdon Housing Services to seek their agreement to incorporate these areas in a possible future parking scheme.

### **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 Pole Hill Road, Uxbridge 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 Pole Hill Road, Uxbridge and the surrounding area, consultation will be carried out with residents to establish if there is overall support.

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

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

### **Legal**

There are no special legal implications for the proposal to discuss with petitioners their request for a parking management scheme in the section of Pole Hill Road, Uxbridge near to Nos. 134 to 158, 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**

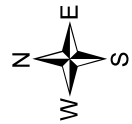
Nil.

# Appendix A

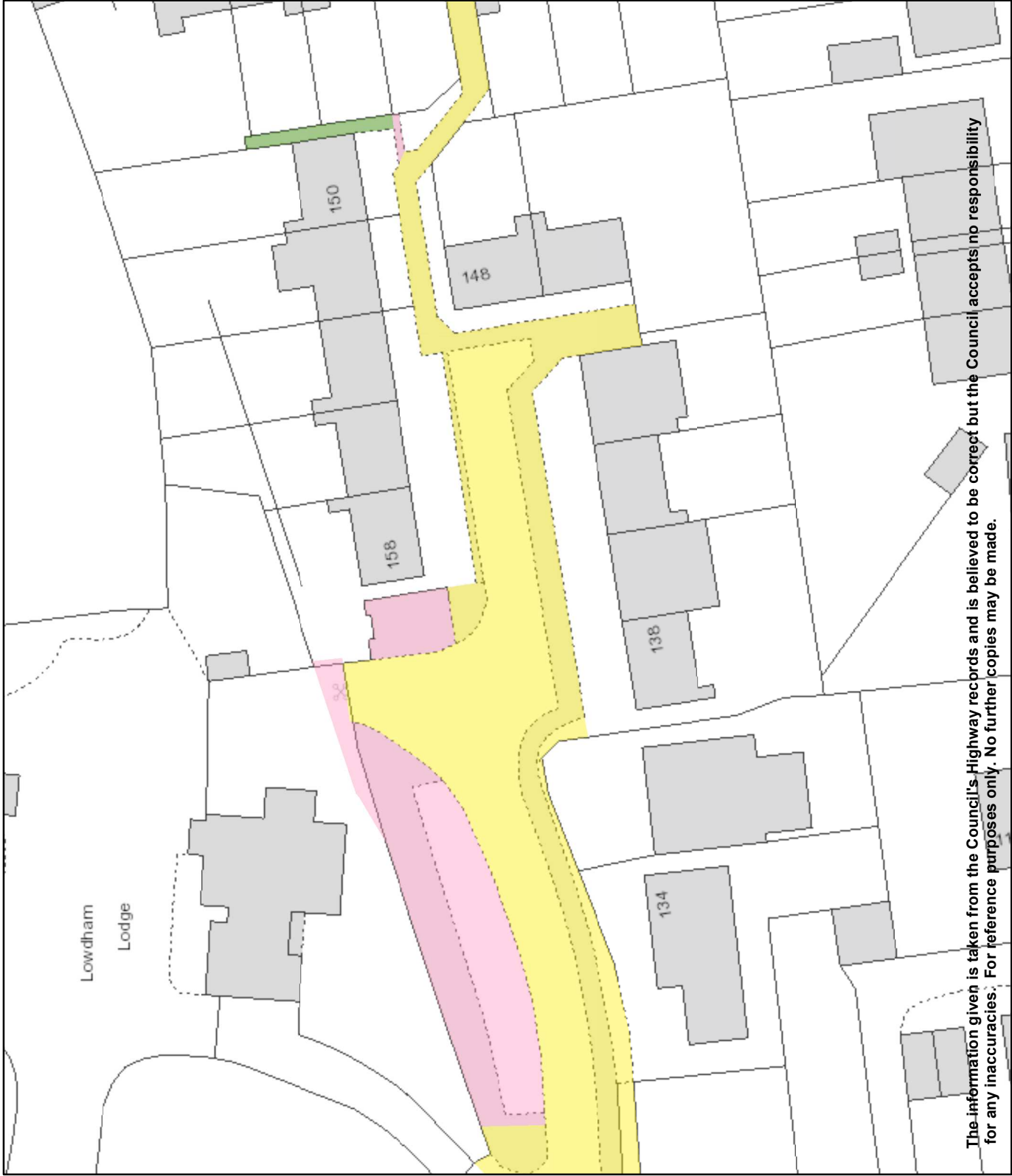
-  Bridleway
-  Byway Open To All Traffic
-  Footpath
-  Road Widening Line (Indicitive only)
-  Adopted Highway
-  Housing Department Maintained
-  Housing but right of way (not public)
-  Privately maintained
-  Section 38 or 228 -subject to adoption
-  Other - see map notes
-  Heathrow Airport
-  Borough Boundary



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## Map Notes



The information given is taken from the Councils-Highway records and is believed to be correct but the Council accepts no responsibility for any inaccuracies. For reference purposes only. No further copies may be made.

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## PETITION REQUESTING A PARKING MANAGEMENT SCHEME IN AUSTIN'S LANE, ICKENHAM

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

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition requesting the Ickenham Parking Management Scheme be extended to include Austin's Lane, Ickenham.
<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, that the Cabinet Member:

1. Listens to their request for an extension to the Ickenham Parking Management Scheme to be introduced in Austin's Lane, Ickenham.
2. Advises the petitioners that the Council intends to review the Ickenham Parking Management Scheme and to formally consult Austin's Lane and other roads in the area in March 2017 on the plans attached as Appendix B.

#### Reasons for recommendation

To allow the Cabinet Member to discuss with petitioners their concerns and inform them that the Council already plans to review the parking within their road.

## **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 38 signatures has been submitted to the Council signed by the residents of Austin's Lane, Ickenham. The lead petitioner has made the following statement in a covering email to the petition:

*"The Petition to the Council enclosed seeks a Democratic adjustment to the singularly unfair and dangerous exclusion from the Residential Parking Permit Scheme on Austins Lane. The "bump" in the mapped area (also enclosed) eastern boundary appears ingenuous.*

*This unregulated parking area is now heavily over-used by, and seen as an overflow car park for the TfL Tube and the general area, from within the scheme avoiding second car charges, commuters or shoppers going in to London, and Ickenham visitors squeezed out of regular parking slots. It means that Austins Lane residents (who include shift workers) are forced to park some distance from their dwellings, and that council services (paid for by the same residents) are impeded (dustcarts/road sweeping/drains maintenance), and that emergency/hospital services-in day time cannot move freely.*

*May we look forward to serious consideration of the issues brought to attention here and to an early resolution to the problems."*

2. The location of the boundary of the nearby Ickenham Parking Management Scheme Zone IC2 is indicated on the plan attached as Appendix A. As Austin's Lane is situated on the northern boundary of the scheme, it forms an attractive area for non-residents to park.

3. When the Council initially consulted the residents of Austin's Lane in October 2014, the majority of residents indicated that they did not wish to be included in a possible extension to the Ickenham Parking Management Scheme and preferred the parking in their road to remain as existing. The Council subsequently developed detailed proposals to introduce a scheme in the roads that supported a scheme and this included most of the area surrounding Austin's Lane.

4. Following the above the Council conducted formal consultation to propose an extension to the Ickenham Parking Management Scheme in the majority of roads in the area surrounding Austin's Lane. During this consultation some concerns were raised that parking would be displaced into Austin's Lane if it was not included in the proposed scheme. As a result the Council carried out a further informal consultation with residents of Austin's Lane to see if they would like

to reconsider a scheme in their road. This time the majority of residents that responded supported being included in a possible scheme and subsequently the Council developed detailed proposals for the inclusion of Austin's Lane and several other nearby roads into the scheme.

5. Formal consultation was carried out to introduce an extension to the Ickenham Parking Management Scheme in Austin's Lane in June 2016. As part of the consultation residents were advised that the Council was proceeding with the implementation of the parking scheme in the surrounding roads and the outcome of this consultation would determine if their road would also be included. However, during this consultation the majority of residents who took the opportunity to respond generally did not support the scheme proposed for their road. After consideration of all of the responses received, the Council therefore decided not to include Austin's Lane within the Ickenham Parking Management Scheme, choosing instead to defer the proposals in that road and to review the situation again six months.

6. This petition has been signed by 24 different properties in Austin's Lane which represents approximately 63% of the total number of households in the road. This gives a clear indication that residents would now like to reconsider a parking scheme in their road. The most recent extension to the Ickenham Parking Management Scheme was implemented in September 2016. The Council therefore intends to review the parking in Austin's Lane again as soon as March 2017.

7. It is recommended that if the Cabinet Member feels it is appropriate to do so, the Council could proceed directly with formal consultation to introduce an extension to the Ickenham Parking Management Scheme in Austin's Lane. The previously proposed scheme design should be proposed again as this appears to be the most effective way of maximising parking and maintaining access, attached as Appendix B is are plans of these detailed proposals.

8. In summary the petition from the residents of Austin's Lane has demonstrated that residents appear to now be supportive a parking scheme in their road. The Council has already planned to review the parking in Austin's Lane and so accordingly it is recommended that residents be formally consulted on the same proposals again so that they may reconsider being included in the Ickenham Parking Management Scheme.

### **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 Austin's Lane 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**

Previously both informal and formal consultations have been carried out with the residents of Austin's Lane. The recommendation of this report is to inform petitioners that the Council

intends to conduct further formal consultation to for a possible extension to the Ickenham Parking Management Scheme in Austin's Lane and the surrounding area again.

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

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

### **Legal**

The decision makers must ensure that there is full consideration of the representations and objections that have been received. In exercising the power to review the Ickenham Parking Management Scheme at Austin's Lane and other roads in the area, the Council have to consider their statutory duty under section 122 of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic. The statutory duty must be balanced with the concerns raised by the objectors.

The Traffic Signs Regulations and General Directions 2002 govern road traffic signs and road markings. If an Order is made, the Council should ensure that the statutory procedures are followed. The consultation and order making statutory procedures that should be followed in this case are set out in The Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996 (SI 1996/2489).

In relation to the recommendation that statutory consultation is carried out on the proposed review the Ickenham Parking Management Scheme the Council must ensure that the following exercise is undertaken prior to making a traffic regulation order:

- notice of the proposed order must be published in a local newspaper;
- the Council must take such other steps as it may consider appropriate for ensuring that adequate publicity about the order is given to persons likely to be affected by its provisions including where appropriate publicising the order in the London Gazette, display of notice in roads or other places affected by the order or the delivery of notices or letters to premises, or premises occupied by persons which appears to the Council to be likely to be affected by any provision in the order. It is also advisable to display adequate notices in the vicinity of the roads affected by the order.

In considering any consultation responses, the Council must balance the concerns of any objectors with the statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic (section 122 Road Traffic Regulation Act 1984).

If specific advice is required in relation to the works, Legal Services should be consulted.

### **Corporate Property and Construction**

None at this stage.

### **Relevant Service Groups**

None at this stage.

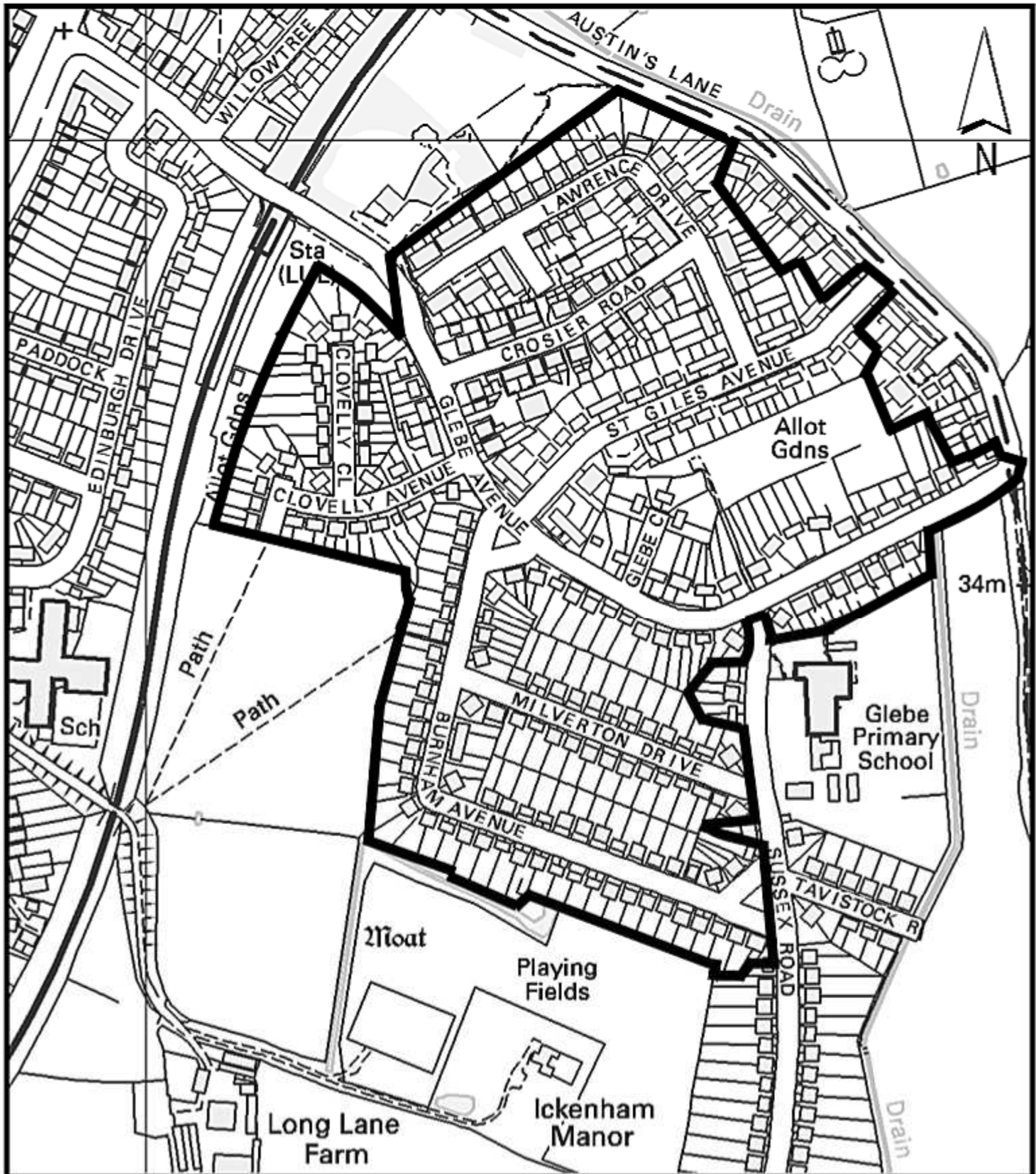
## **6. BACKGROUND PAPERS**

Cabinet Member report - Ickenham Parking Management Scheme - Results of informal consultation on a possible extension to the scheme - Published February 2015

Cabinet Member report - Results of statutory consultation for the proposed extension to the Ickenham Parking Management Scheme - Published December 2015

Cabinet Member report - Results of statutory consultation for amendments to an extension to the Ickenham Parking Management Scheme - Published May 2016

Cabinet Member report - Results of statutory consultation for an extension to the Ickenham Parking Management Scheme in Austin's Lane, Sussex Road & Tavistock Road - Published September 2016



Ickenham Parking Management Scheme  
Zone IC2

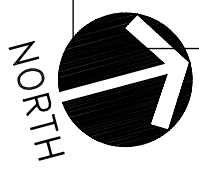
Appendix A

Date September 2016  
Scale 1:4000



Extent of the Ickenham Parking Management Scheme Zone IC2

Double yellow lines to continue along both sides of Austin's Lane from this point up to the existing restriction near the junction with High Road, Ickenham



- KEY**
- EXISTING YELLOW LINE
  - BURN OFF ROAD MARKING
  - SPT PROPOSED SINGLE YELLOW LINE MON TO FRI 9AM TO 5PM
  - NSPT PROPOSED DOUBLE YELLOW LINE
  - PERMIT HOLDER ONLY BAY MON TO FRI 9AM TO 5PM
  - CROSSOVER SIGNPOST
  - SP SIGNPOST
  - NSP NEW SIGNPOST
  - NS NEW SIGN
  - OLC LAMP COLUMN
  - PH PERMIT HOLDER ONLY SIGN
  - ZEN ZONE ENTRY SIGN
  - ZEV ZONE EXIT SIGN
  - ZEX ZONE EXIT SIGN

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**HILLINGDON**  
LONDON

**TRANSPORT & PROJECTS**  
REGULATORY SERVICES DIRECTORATE  
100019283  
Tel No. 01895 27006/01895 25076

**Project:**  
Proposed extension to the Ickenham Parking Management Scheme Zone IC2

**Description:**  
Austin's Lane  
Sheet 1 of 3

**Scale:** NTS

**Designed:** KU

**Drawn:** KU

**Date:** 09/05/16



- KEY**
- EXISTING YELLOW LINE
  - BURN OFF ROAD MARKING
  - NSP PROPOSED SINGLE YELLOW LINE MON TO FRI 9AM TO 5PM
  - SP PROPOSED DOUBLE YELLOW LINE
  - PERMIT HOLDER ONLY BAY MON TO FRI 9AM TO 5PM
  - PAY AND DISPLAY OR PERMIT HOLDERS MON TO FRI 9AM TO 5PM
  - CROSSOVER
  - SIGNPOST
  - NSP NEW SIGNPOST
  - NS NEW SIGN
  - OLC LAMP COLUMN
  - PH PERMIT HOLDER ONLY SIGN
  - ZH ZONE ENTRY SIGN
  - ZEX ZONE EXIT SIGN
  - NTM NEW TICKET MACHINE

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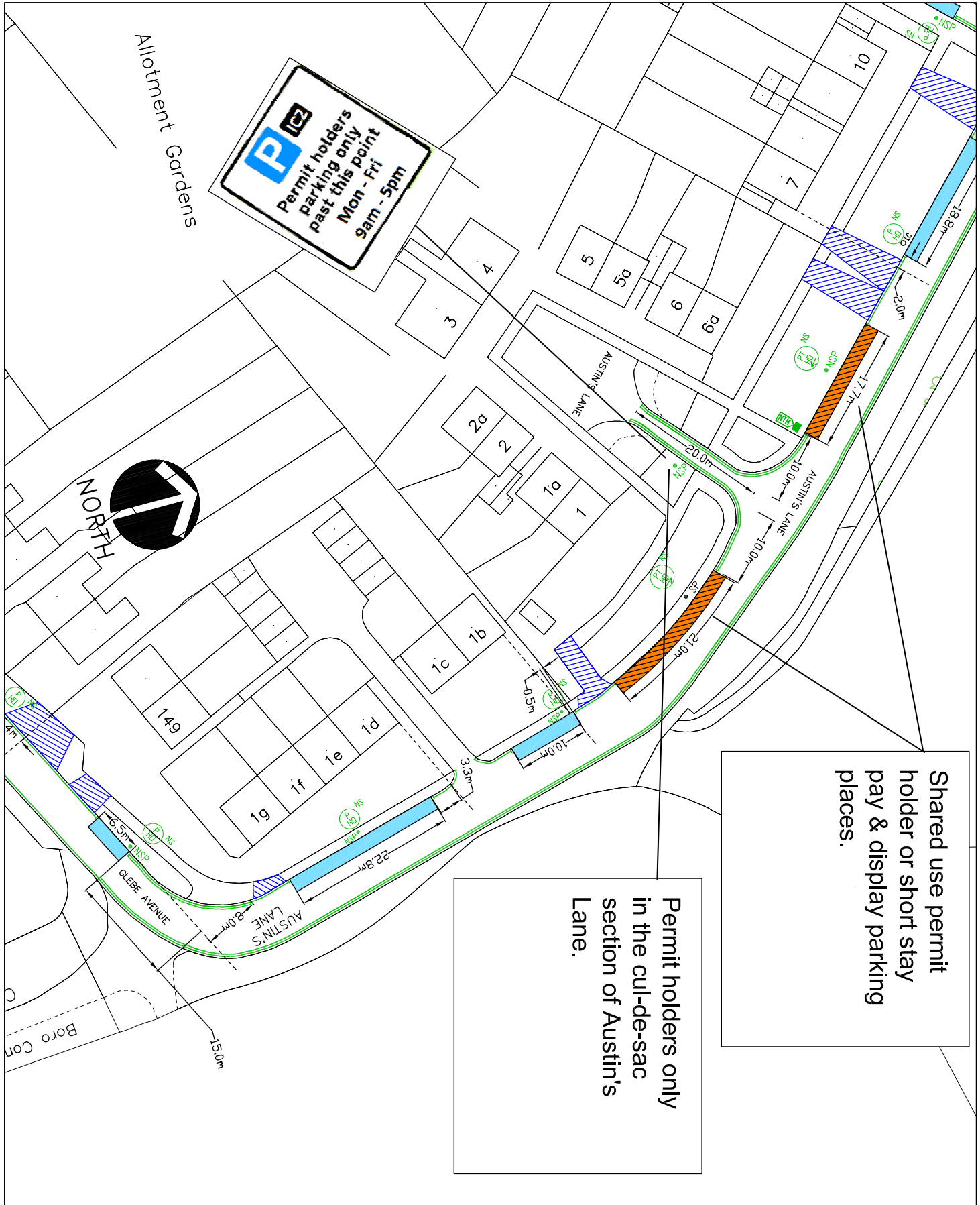
**TRANSPORT & PROJECTS**  
REGULATORY SERVICES DIRECTORATE  
ONE GERRARD STREET, HILLINGDON, MIDDLESEX, M5 3JX  
TEL: 0181 605 2700/0181 605 20676

**Project:**  
Proposed extension to the Ickenham Parking Management Scheme Zone IC2

**Description:**  
**Austin's Lane**  
**Sheet 2 of 3**

Scale	NTS	Designed	Drawn	Date
		KU	KU	09/05/16





Shared use permit holder or short stay pay & display parking places.

Permit holders only in the cul-de-sac section of Austin's Lane.

- KEY**
- EXISTING YELLOW LINE
  - BURN OFF ROAD MARKING
  - SP
  - PROPOSED SINGLE YELLOW LINE MON TO FRI 9AM TO 5PM
  - PROPOSED DOUBLE YELLOW LINE
  - PH
  - PERMIT HOLDER ONLY BAY MON TO FRI 9AM TO 5PM
  - PA
  - PERMIT AND DISPLAY OR PERMIT HOLDERS MON TO FRI 9AM TO 5PM
  - NSP
  - CROSSOVER
  - SP
  - SIGNPOST
  - NSP
  - NEW SIGNPOST
  - NS
  - NEW SIGN
  - NTM
  - NEW TICKET MACHINE
  - OLC
  - LAMP COLUMN
  - PH
  - PERMIT HOLDER ONLY SIGN
  - ZEN
  - ZONE ENTRY SIGN
  - ZEX
  - ZONE EXIT SIGN

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TRANSPORT & PROJECTS  
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**Project**  
Proposed extension to the Ickenham Parking Management Scheme Zone IC2

**Description**  
Austin's Lane  
Sheet 3 of 3

Scale	NTS	Designed	By	Drawn	Date
		KU	KU	KU	09/05/16

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## LIME GROVE, EASTCOTE - PETITION ASKING THE COUNCIL TO REVIEW THE NEED FOR SPEED CALMING MEASURES AND PARKING CONTROLS IN LIME GROVE

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

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition from residents of Lime Grove, Eastcote requesting that the Council review the need for speed limiting measures and parking controls in their road.
<b>Contribution to our plans and strategies</b>	The request can be considered as part of the Council's strategy for on-street parking and road safety.
<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>	Cavendish, Eastcote and East Ruislip

### 2. RECOMMENDATION

Meeting with the Petitioners, that the Cabinet Member:

1. Discusses with petitioners their concerns with vehicle speeds and parking in Lime Grove, Eastcote.
2. Subject to the outcome of the above, asks officers to add the request to the Council's extensive parking programme for further informal consultation on options to manage parking in an area agreed with local Ward Councillors.
3. Subject to the above, asks officers to undertake classified traffic volume and speed survey(s) at location(s) to be agreed with the petitioners and the relevant Ward Members.

## 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 97 signatures has been submitted to the Council from residents of Lime Grove, Eastcote under the following heading;

*"This petition is to ask the Council to urgently review the need for speed limiting and parking controls in Lime Grove*

- Regular and serious disregard of speed limits has recently led to some serious accidents. There are likely to be fatalities if something is not done urgently.*
- We further request that parking is controlled in Lime Grove by way of parking limitations to stop those leaving vehicles whilst travelling to work from Eastcote Station. Many residents are affected and unable to park outside their own houses - all day- and this is becoming worse!"*

2. Lime Grove is a residential road situated just a short walk from Eastcote town centre and London Underground Station. As many of the surrounding residential roads already benefit from a Parking Management Scheme, Lime Grove may provide an attractive place to park for non-residents using the station or local amenities.

3. Lime Grove is also one of the main access roads to and from the recently constructed residential development known as Pembroke Park on the former RAF Eastcote site. As a result there is likely to have been an increase in traffic using Lime Grove in recent years.

4. Analysis of the latest available Police recorded personal injury accident data for the three year period ending July 2016 which is the latest available information, has indicated that there has been one collision on Lime Grove. This involved an elderly gentleman who lost control of his vehicle which resulted in a slight injury and is likely to have been caused by a reaction to medication for an illness.

5. To assist with investigations concerning the speed of vehicles using Lime Grove, 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.

6. As the Cabinet Member is aware the Council has recently extended the nearby Eastcote Parking Management Scheme in part of Deane Croft Road and The Chase following a petition from residents also concerned with all day non-residential parking. As the Cabinet Member is aware, experience has shown that when parking is implemented for one or two roads in an area, non-residential parking could transfer more widely. It is therefore suggested that subject to the outcome of the petition meeting, Ward Councillors are asked for their views on a suitable wider consultation area.

### **Financial Implications**

There are no financial implications associated with the recommendations to this report. If works are subsequently required, suitable funding will need to be identified within the parking programme.

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

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

To allow the Cabinet Member an opportunity to discuss in detail with petitioners their concerns

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

None at this stage.

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

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

### **Legal**

There are no special legal implications for the proposal to discuss with petitioners their request to review the need for speed calming measures and parking controls in Lime Grove, 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**

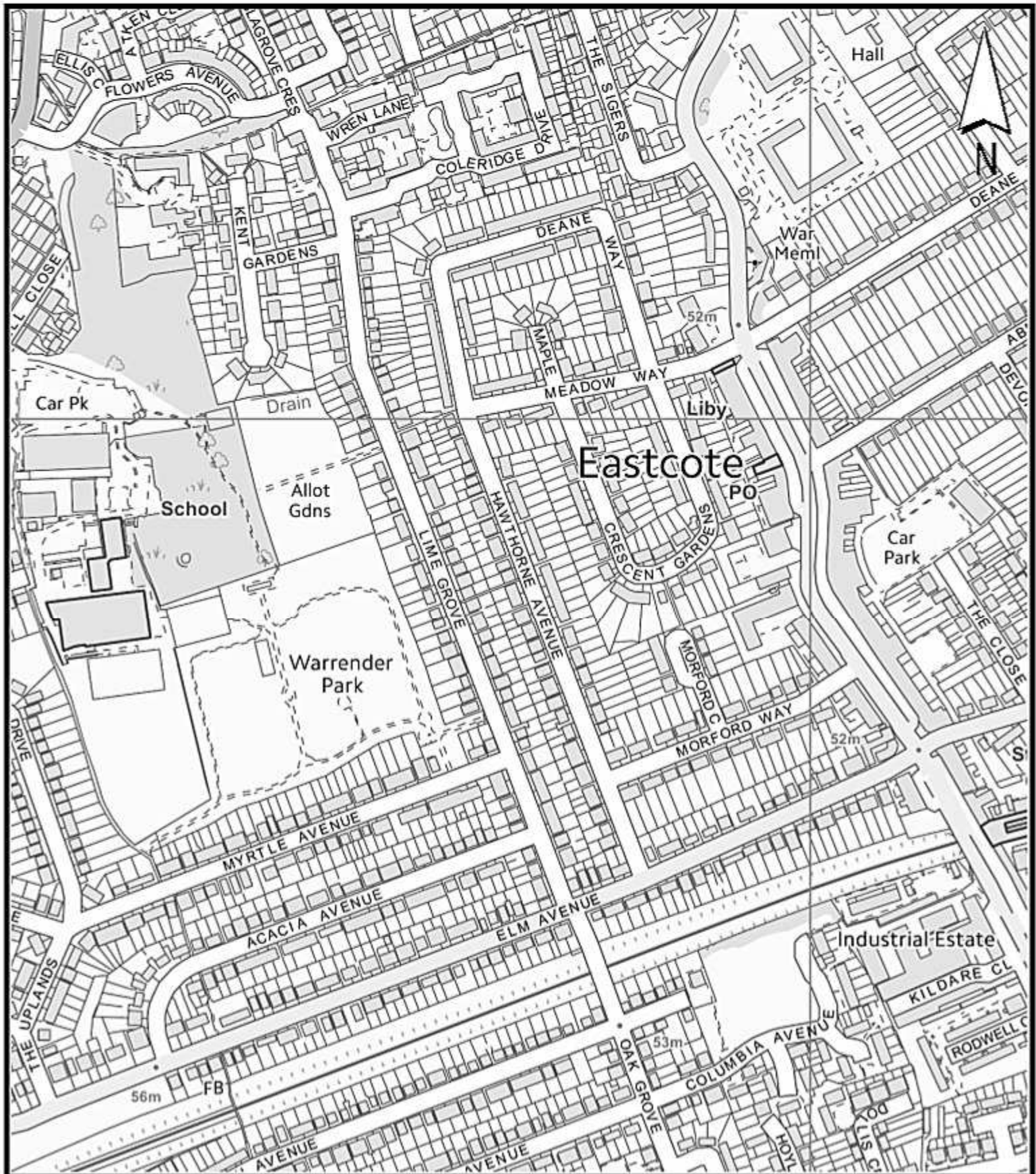
None at this stage

## **Relevant Service Groups**

None at this stage.

## **6. BACKGROUND PAPERS**

Nil.



Lime Grove, Eastcote  
Location plan

Appendix A

Date January 2017

Scale 1:6,000

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## RICHARDS CLOSE, HAYES - PETITION FROM RESIDENTS ASKING FOR A RESIDENTS' PERMIT 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>	Steven Austin Residents Services Directorate
<b>Papers with report</b>	Appendix A

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition from residents of Richards Close, Hayes asking for a Residents' Permit Parking Scheme.
<b>Contribution to our plans and strategies</b>	The request can be considered as part of the Council's strategy for on-street parking.
<b>Financial Cost</b>	There are none associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services.
<b>Ward(s) affected</b>	Heathrow Villages

### 2. RECOMMENDATION

Meeting with the Petitioners, that the Cabinet Member:

1. Discusses with petitioners their concerns with parking in Richards Close, Hayes.
2. Notes the results of the previous consultations with residents of Richards Close on a possible Parking Management Scheme.
3. Subject to the outcome of the above, asks officers to add the request to the Council's extensive parking programme for further informal consultation.

#### Reasons for recommendation

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

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

None at this stage.

## **Policy Overview Committee comments**

None at this stage.

## **3. INFORMATION**

### **Supporting Information**

1. A petition with 28 signatures has been submitted to the Council from residents of Richards Close, Hayes which represents 28 out of the 34 households (82%) in the road. In a covering statement with the petition the lead petitioner states:

*"Richards Close has been plagued with parking problems from airport workers who park in Richards Close and get the free bus into the airport. They start arriving before 6am then at 2pm, the second shift arrives late in the evening. They can't use any other free bus stops in Harlington because there are parking restrictions all along the High Street.*

*The cars come from Harrow, Ealing all over the region, the reason being to save parking charges at the airport. The only day we get any respite is on a Sunday when they can park in the High Street nearer the airport because the restrictions are lifted on a Sunday.*

*The problems we encounter are as follows:*

- *If we go out we come back we can't park anywhere*
- *If we have visitors or health workers there is nowhere to park*
- *They park in front of the scout hut entrances and garages*
- *Our road never gets cleaned, we have grass growing in gutters. I mean the mechanical cleaning not the road sweeper*
- *I have supplied photos to try to illustrate the problems we are having*

2. Richards Close is a residential road situated just a short walk to Harlington High Street's shops and nearby local amenities. As the lead petitioner alluded to in a covering statement submitted with the petition, most of the nearby roads in Harlington already benefit from a Parking Management Scheme. As a result Richards Close would provide an attractive place to park for non-residents and airport workers who take advantage of the free regular bus service to the airport. A plan of the area is attached as Appendix A to this report.

3. As the Cabinet Member will recall in October 2008 and again in January 2011, the Council undertook an area wide informal consultation with residents in the area adjoining the existing parking scheme on options to manage parking in their roads. A letter, information leaflet, questionnaire and reply paid envelope was delivered to every property in the area including Richards Close. Responses to the 2008 consultation indicated that 15 residents who replied were happy with the existing parking arrangements and only two supported the option of a Parking Management Scheme. Responses received to the 2011 consultation were higher but

again 16 residents indicated they were happy to maintain unrestricted parking and seven supported a residents' only permit parking scheme.

4. As the majority of residents from Richards Close that took the opportunity to reply to the previous consultations did not support managed parking in their road, it was recommended that the parking arrangements should remain as existing.

5. However, from the significantly high number of households who have signed the petition it would appear that the parking situation in the area may have significantly changed and subject to the outcome of discussions with petitioners the Cabinet Member may be minded to add this request to the Council's extensive parking scheme programme for further consultation.

### **Financial Implications**

There are no financial implications associated with the recommendations to this report. If works are subsequently required, suitable funding will need to be identified within the parking programme.

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

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

To allow the Cabinet Member an opportunity to discuss in detail with petitioners their concerns

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

None at this stage.

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

There are no financial implications associated with the recommendations to this report. If works are subsequently required, suitable funding will need to be identified within the parking programme.

### **Legal**

There are no special legal implications for the proposal to discuss with petitioners their request to review the current parking in Richards Close and consider this as part of the Council's extensive parking programme, 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.

### **Corporate Property and Construction**

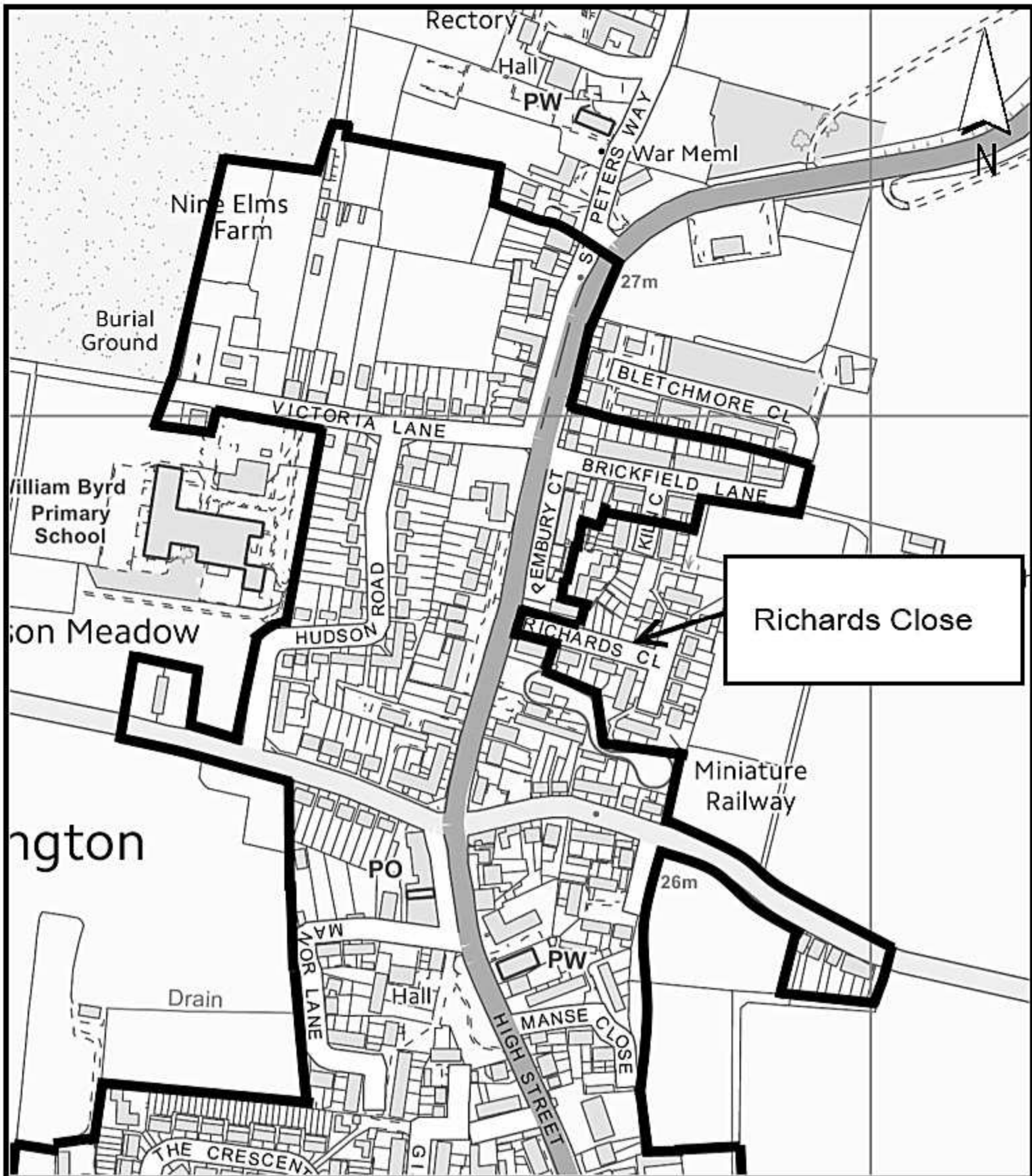
None at this stage.

### **Relevant Service Groups**

None at this stage.

## **6. BACKGROUND PAPERS**

Nil.



Richards Close

Richards Close, Hayes - Petition requesting a residents' permit parking scheme

Appendix A

Date January 2017

Scale 1:4,000



Extent of the Heathrow Parking Management Scheme Zone H1

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