



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

Date: WEDNESDAY, 17 MAY 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:

Councillor 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.

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This Agenda is available online at:

<http://modgov.hillingdon.gov.uk/ieListMeetings.aspx?CIId=252&Year=0>

Putting our residents first

Lloyd White
Head of Democratic Services
London Borough of Hillingdon,
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Useful information for residents and visitors

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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.

	Start Time	Title of Report	Ward	Page
4	7PM	The Greenway, Uxbridge - Petition Requesting Traffic Calming Measures	Brunel; Uxbridge South	1 - 6
5	7PM	Petition Requesting Residents' Parking in Turks Close, Hillingdon	Brunel	7 - 12
6	7.30PM	Belmore Parade, Uxbridge Road, Hayes - Petitions Objecting to Changes to the Parking Arrangements	Barnhill	13 - 34
7	8PM	High Street, Harefield - Petition from Residents and Businesses asking for a 'Stop and Shop' Parking Scheme	Harefield	35 - 40
8	8PM	Park Lane, Hayes - Petition Requesting That Four Speed Table Slopes Are Corrected	Charville	41 - 46

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Agenda Item 4

THE GREENWAY, UXBRIDGE - PETITION REQUESTING TRAFFIC CALMING MEASURES

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition from residents requesting traffic calming measures for The Greenway, Uxbridge.
Contribution to our plans and strategies	The request can be considered as part of the Council's annual programme of road safety initiatives.
Financial Cost	Subject to the outcome of discussions with petitioners the Cabinet Member may be minded to commission speed and traffic surveys. The current cost of these is in the region of £80 to £85.
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward(s) affected	Uxbridge South and Brunel.

2. RECOMMENDATIONS

Meeting with the Petitioners, the Cabinet Member:

1. Listens to their request for traffic calming measures in The Greenway, Uxbridge; and
2. Subject to the outcome of the above, asks officers to undertake 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 directly from the petitioners of their concerns and suggestions.

Alternative options considered / risk management

None at this stage.

PART I - MEMBERS, PUBLIC AND PRESS

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with a total of 56 signatures has been received by the Council, signed by residents who either live on The Greenway or in roads close by.

2. In a covering statement the lead petitioner states *"I am writing to submit our petition for the Council to consider traffic calming measures for The Greenway, Uxbridge. Residents have raised safety and quality of life concerns with regards to the density, speed of traffic and the huge increase of HGV use"*

Petitioners have helpfully suggested some measures that they would like to see considered which include:

- 20 miles per hour speed limit
- Raised crossings
- "Slow" road markings
- Tree planting

3. The Greenway is predominantly a residential road that connects Cowley Road on the west to Hillingdon Road on the east, which are both major north to south routes in Hillingdon. The main entrance to Uxbridge High School and a small local shopping parade is located at the eastern section of The Greenway, between Cleveland Road and Hillingdon Road. This section of road already benefits from raised tables and a 20mph zone. There is an existing zebra crossing close to the junction with Cleveland Road. The location of The Greenway is shown on the plan attached as Appendix A to this report.

4. As the Cabinet Member will be aware, The Greenway already benefits from a Parking Management Scheme. Experience has shown that in other areas where on-street parking has been observed to take place, it can often act as a traffic calming measure. However, it appears that petitioners are clearly concerned that this on its own is not sufficient to reduce traffic speeds, and they have helpfully suggested some measures they would like to see implemented which are detailed above.

5. It is therefore recommended that the Cabinet Member meets with petitioners and listens to their concerns. Subject to the outcome of these discussions, the Cabinet Member could agree to commission independent speed and traffic surveys in The Greenway at locations to be agreed with the petitioners, in order to help inform any possible solutions.

Financial Implications

If the Cabinet Member is minded to agree to undertake independent speed and traffic surveys the cost is usually in the region of £80 to £85 per location, which could be funded through an

allocation for the transportation and projects service. 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 discuss in detail with petitioners their concerns.

Consultation Carried Out or Required

None at this stage.

5. CORPORATE IMPLICATIONS

Corporate Finance

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

Legal

There are no special legal implications for the proposal to discuss with petitioners their request for traffic calming measures in The Greenway, 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 or statutory consultation.

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

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

Corporate Property and Construction

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

Relevant Service Groups

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

6. BACKGROUND PAPERS

Petition received.

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The Greenway, Uxbridge - Area plan

Appendix A

Date April 2017

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PETITION REQUESTING RESIDENTS' PARKING IN TURKS CLOSE, HILLINGDON

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition requesting residents' parking to be introduced in Turks Close, Hillingdon.
Contribution to our plans and strategies	The request can be considered in relation to the Council's strategy for on-street parking controls.
Financial Cost	There are no financial implications associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents and Environmental Services.
Ward(s) affected	Brunel.

2. RECOMMENDATIONS

Meeting with the Petitioners, the Cabinet Member:

- 1. Listens to their request for a Parking Management Scheme to be introduced in Turks Close, Hillingdon; and**
- 2. Subject to the outcome of the above, decides if the request for a Parking Management Scheme in Turks Close, and possibly roads in the surrounding area, should be added to the Council's future parking scheme programme for further investigation and more detailed consultation when resources permit.**

Reasons for recommendations

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

Alternative options considered / risk management

These will be discussed with petitioners.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 22 signatures has been submitted to the Council, signed by residents of Turks Close, representing 7 out of the 10 properties in the close (70%). In an attached statement the lead petitioner sets out residents' concerns as:

"Untaxed vehicles being parked in the close.

People from different parts of the Borough parking their vehicles at the close for long period of time.

People parking their vehicles and then catching the bus to the airport to go on holiday."

2. Attached as Appendix A is an area plan showing Turks Close. Petitioners have specifically requested *"Permit parking for residents of Turks Close only (10 houses)"*.

3. Turks Close is a residential cul-de-sac comprising of two rows of terraced houses set back from the highway, with a parking area fronting the green outside. Although none of the properties have any off-street parking, there are a number of garages which are assumed to belong to residents of Turks Close, although the condition of these and their ability to comfortably accommodate a modern sized vehicle is questionable.

4. The lead petitioner has indicated that non-residential parking in the close is associated with the airport, given that the nearest bus stop which serves the A10 bus route is only a short walk away. Site observations undertaken by Council officers have shown that parking in Turks Close is regularly at or near capacity.

5. Previously, residents in this area were consulted to see if they would like to consider being included in a possible area wide Parking Management Scheme. However, proposals to introduce parking restrictions in Turks Close and any of the roads in the surrounding area were never progressed, due to the evident lack of support indicated by those who responded to the Council's consultation. Given that the previous consultation in this area was carried out several years ago, and parking restrictions have since been introduced nearby, along a nearby section of Harlington Road, the parking situation and residents' opinions may well have changed.

6. It is recommended that the Cabinet Member discusses with petitioners their concerns and if considered appropriate, asks officers to add this request to the future parking scheme programme to see if residents would like to consider proposals for a parking scheme in Turks Close. As is common practice, this could be combined along with any other nearby roads that the local Ward Councillors feel may also benefit from parking controls.

Financial Implications

There are none associated with the recommendations to this report, however if the Council were to consider the introduction of parking restrictions in Turks Close or any other of the surrounding roads, funding would need to be identified from a suitable source.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

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

Consultation Carried Out or Required

If the Council subsequently investigates the feasibility of introducing parking restrictions in Turks Close and the surrounding area, consultation will be carried out with residents to establish if there is overall support.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and confirms that there are no direct financial implications associated with the recommendations above.

Legal

There are no special legal implications for the proposal to discuss with petitioners their petition request for a Parking Management Scheme to be introduced in Turks Close in Hillingdon, 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.

The decision makers must ensure that there is full consideration of the representations that have been received and the Council has to consider its 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 any objectors.

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

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

Corporate Property and Construction

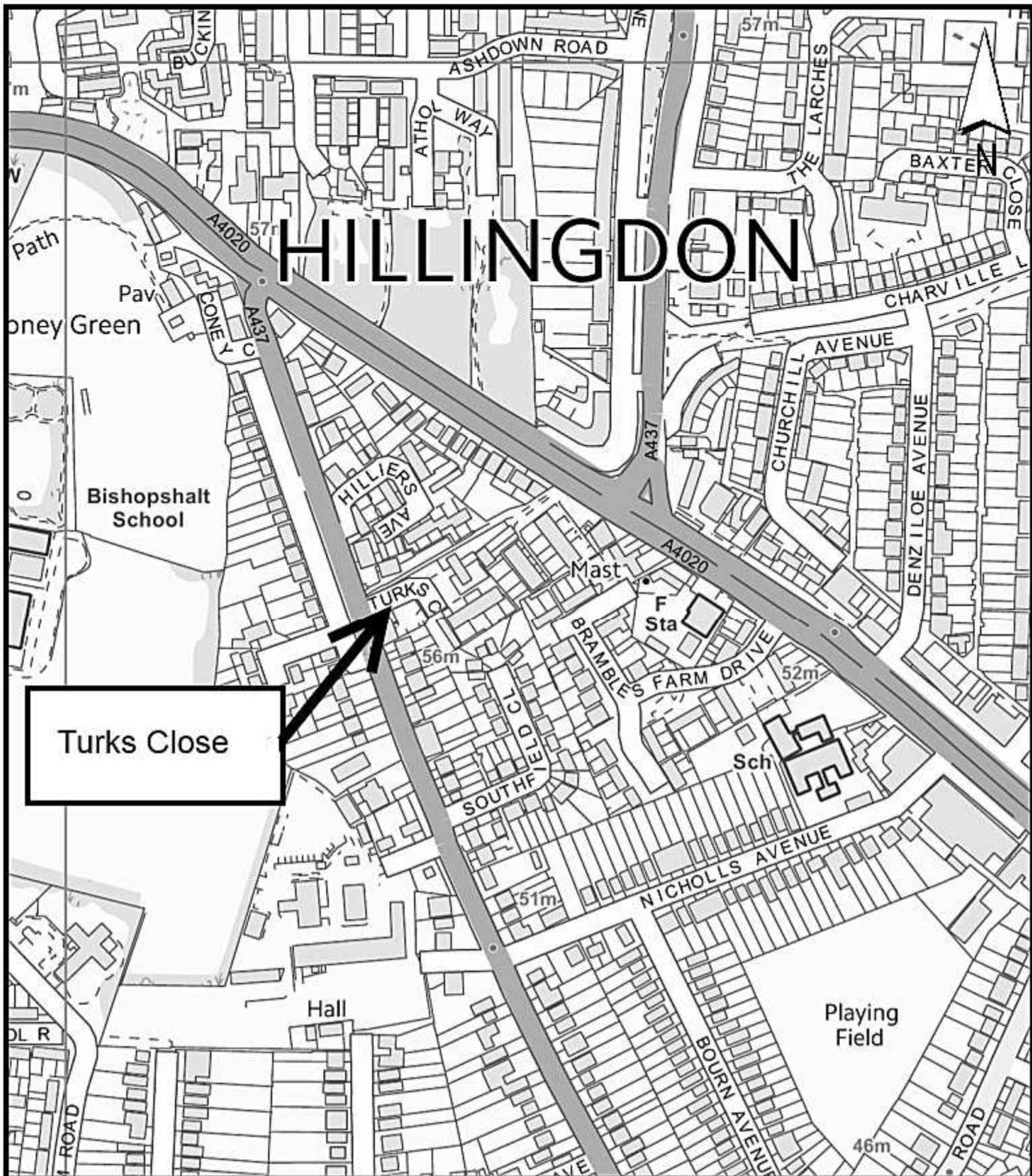
None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received 9th December 2016



Turks Close, Hillingdon - Area plan

Appendix A

Date April 2017

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BELMORE PARADE, UXBRIDGE ROAD, HAYES - PETITIONS OBJECTING TO CHANGES TO THE PARKING ARRANGEMENTS

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	Helena Webster Residents Services
Papers with report	Appendix A - Shoppers/Business survey summary (Sep 2015) Appendix B - Hillingdon People feature (Nov/Dec 2015) Appendix C - Hayes Parades proposals flyer (June 2016) Appendix D - Hayes Parades update letter (Autumn 2016) Appendix E - Hayes Parades update letter (March 2017) Appendix F - Belmore Parade Scheme

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received two petitions objecting to changes to the parking arrangements within Belmore Parade (Uxbridge Road, Hayes).
Contribution to our plans and strategies	The requests can be considered as part of the Council's strategy for Resident parking schemes
Financial Cost	There are no direct financial implications associated with the recommendations within this report.
Relevant Policy Overview Committee	Residents & Environmental Services.
Ward(s) affected	Barnhill.

2. RECOMMENDATION

Meeting with the petitioners, the Cabinet Member:

- 1. Discusses with petitioners their concerns regarding the changes to the parking arrangements within Belmore Parade, which form an integral part of the wider £2.5m Uxbridge Road, Hayes Parades improvements;**
- 2. Considers the comprehensive methods of communication used to inform local residents and businesses about the Hayes Parades proposals including briefing Barnhill Ward Councillors and leaflet/letter drops;**

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3. **Notes the formal statutory consultation on the proposed traffic order changes, the outcome of which is reported to him separately;**
4. **Notes that a number of previous on site meetings had been arranged with a lead petitioner in response to wider anti-social behaviour issues affecting Belmore Parade, including a meeting on 22 September 2016 with the Cabinet Member for Community, Commerce and Regeneration, the Police and senior Council Officers;**
5. **Notes that some of the alternative proposals put forward by the petitioner, such as echelon parking, are unfortunately not viable for reasons set out within this report;**
6. **Takes into account that an onsite meeting had been held with the lead petitioner on 23 March 2017, specifically to discuss his misgivings and explain the rationale behind the revised parking arrangements and how the parking capacity for customers is being maintained;**
7. **Suggests to the petitioners that the formation of a Hayes Parades Business Forum, possibly based on the successful and thriving Hayes Town Business Forum, could be a means for representing and consolidating the views and interests of businesses within this stretch of the Uxbridge Road, Hayes. Hillingdon Chamber of Commerce could help with initiating this; and**
8. **Reassures the petitioners that in common with all new parking management arrangements the scheme will be reviewed, usually after 12 months, to determine that the objectives of the scheme are being met.**

Reasons for recommendations

The petition hearing will provide a valuable opportunity to hear directly from the petitioners of their concerns and suggestions and provide reassurances that in relation to the Belmore Parade, Uxbridge Road, Hayes parking arrangements the Council is "Putting residents first."

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 34 signatures has been submitted to the Council, of which 26 of the signatures are from residents and 8 are traders within Belmore Parade. The petition requests that: *Please do not reduce the number of car parking spaces on the parade. Please rethink the proposals and do not reduce the number of car parking spaces available.*

It is detrimental to the customers/public who are so used to coming to this parade to do their shopping. The stop and shop scheme has been working very well since it was introduced. Improvements would be welcome as long as space for parking is not compromised. This petition will be referred to as petition A.

2. A second petition with 832 signatures was also submitted to the Council on 30 March 2017. The petition states that: *Businesses and shoppers of Belmore Parade, Hayes, Middlesex regret the council's decision to take away one line of parking due to the modernisation of Belmore Parade. Belmore Parade has been here for decades operating its current parking scheme which has worked brilliantly well and we do not see why the council has to upset the apple cart. When the initial scheme was proposed we made it very clear then, please do not change the parking and this was agreed. It was witnessed by the other people in the party. If anything we need more spaces that's when the wrap around of parking was suggested into Warley Road and Shakespeare Avenue which was supposed to be a boost to the parade. Councillor Mills was in agreement. Widening the central pavement area is only serving one purpose - to allow the trees to be planted and not for any other reason. Is it really necessary when you have planters on the parade with trees? When the parking meters were installed many years ago some planted tree areas within the parking scheme were removed to make way for more parking. Our biggest grievance with our customers is lack of parking. We have always said this, so have our customers. Please find enclosed customer emails. We have huge competition with places like Lidl and Lombardy retail park with their huge car parking facilities. As much as we welcome the initiative to modernise Belmore Parade our biggest upset is the fact that you are actually taking one line of parking away from us which will only serve to make our business trading much more challenging. It's difficult as it is! In this day and age people do not have the time and there are other more difficult situations that do not help our trade. People are genuinely very scared to come and shop here and you are just adding to that problem. Regrettably you haven't communicated the real details of the changes to us at all. It's all come last minute. This petition will be referred to as petition B.*

The background to both petitions is set out in the supporting information below:

3. On 19 March 2015 Cabinet received an update on the achievements in the Council's town centre improvements programme, along with a look ahead to Crossrail and the town centre programme of investment up to March 2018. This included £2.5m earmarked specifically to transform the long parade along the A4020 Uxbridge Road, Hayes from Lidl close to the Grapes Junction to Lansbury Drive opposite the Beck Theatre and Uxbridge County Court.
4. To support concept design work a short sample survey of businesses and shoppers was conducted in Belmore Parade on 10th September 2015, between 2.30pm-4.30pm. In total 50 responses were collated, with 30 residents and 20 businesses completing the survey. The results are summarised in Appendix A, but the headlines are:

When asked if the council could do one thing to improve the parade the top three answers from residents were:

- Litter (31%)
- Parking (20%)
- Crime (18%)

Other answers included better paving (7%) reduce street trading (4%).

The top three answers from businesses were:

- Reduce Crime/ Street drinking (19%)
- Parking (19%)
- Litter and anti social behaviour at the rear of the shops (19%)

CCTV installation (14%) and cleaning (9%) were also a key issue among businesses.

Whilst appreciating that the survey was a sample 'taster' the results appear to indicate some disparity between what the residents and business like about Belmore Parade. For example, 44% of residents surveyed liked the mix of shops compared with only 3% of the business. Similarly parking was not as high on the 'likes' for residents (16%) as it was for businesses (25%).

5. Following initial design work, with a particular focus on transforming the Belmore Parade service road with much improved landscaping and high quality seating, paving, lighting etc. the Barnhill Ward Councillors were invited to a briefing on site, at the Beck Theatre on 6 October 2015. The purpose of this meeting was to brief the Councillors in person so that they could see the major uplift which the investment is intended to achieve, and understand the phased works required ahead of any information going out to local residents and businesses. No concerns were expressed at this meeting or subsequently.
6. The Nov/Dec 2015 edition of Hillingdon People magazine included an artist's impression of how Belmore Parade could look with high quality paving landscaping alongside new seating and streetlighting. The 'Transforming the Hayes parades' feature advised that parking bays would be clearly defined for easier access, excess street furniture will be removed and more trees planted. The feature is shown within appendix B.
7. In response to this the lead petitioner of petition B wrote to Cllr Douglas Mills, Cabinet Member for Community Commerce and Regeneration on 29 November 2015 expressing his concern regarding the parking layout on one side of the service road, as shown in the artist's impression, as well as his disappointment on how Belmore Parade had declined in the thirty six years that his business had been based there.
8. Replying on behalf of Cllr Mills on 7 December 2015, the Town Centre Improvements team explained that the intention was to mark out the parking bays so that the available space could be used more efficiently and that this, alongside creating more 'Stop and Shop' parking bays within the side roads in Shakespeare Avenue and Warley Road, would mean that Belmore Parade could be modernised without drastically reducing the existing customer parking. An offer was made to meet with lead petitioner of petition B on site and this was subsequently arranged for 4 February 2016.
9. At the onsite meeting on 4 February 2016 attended by Helena Webster, Town Centre Improvements Manager and Hayley Thomas, Town Centre Improvements Officer, the walkthrough demonstrated how the current arrangement without individual parking bays marked out is not making the most efficient use of space. It was also explained that some ideas such as echelon parking had been considered but were not viable because of design

constraints and the presence of extensive buried services. The officers reiterated to the lead petitioner of petition B that the improvements presented an opportunity to both modernise the parade and create optimum customer 'Stop and Shop' parking. The lead petitioner of petition B raised concerns about a number of anti-social issues affecting the area, including street drinking, begging, fly tipping, prostitution and drug dealing, which officers offered to follow up on with Council colleagues and the Barnhill Safer Neighbourhood team.

10. Officers from the Town Centre Improvements team emailed the Barnhill Safer Neighbourhood Team on 5 February 2016 and a meeting was arranged with the Acting Sergeant Jan Neumeister on 10 March 2016, to share the plans and ensure that arrangements for street furniture could help to alleviate rather than exacerbate the anti social issues affecting the parade. Plans were further shared with PC Tim Smith, Dedicated Ward Officer for Barnhill, at an onsite meeting 15 July 2016.
11. Whilst the original intention was for work to create the new Lidl civic square to start early spring 2016, the Uxbridge Road, Hayes Parades project incurred a number of complex issues in terms of the extent of the underground services (i.e. BT and Virgin cabling), and land ownership, which had to be resolved. Along with this, the planters, irrigation system and feature lighting are bespoke and time was needed to undertake a thorough feasibility. An email was sent to the Barnhill Ward Councillors on 20 June 2016 updating them ahead of information being distributed to residents and businesses and including a flyer with estimated timescales for phasing the works. No queries or requests for additional information were received from the Ward Councillors.
12. The flyer was posted to 3,215 properties within the immediate vicinity of the works from week commencing 11 July 2016, and hand delivered by Helena Webster, Town Centre Improvements Manager and Hayley Thomas, Town Centre Improvements Officer to each business along the stretch of parades from Lidl to Lansbury Drive opposite the Beck Theatre on 15 July 2016.
13. Hand delivering initial information leaflets to the businesses had worked successfully in keeping the Hayes Town Centre businesses updated which is why this method was deployed along the Uxbridge Road, Hayes. It provided businesses with the opportunity to personally ask questions there and then and also introduced the Town Centre Improvements team as a point of contact if needed. The flyer is shown in appendix C. There were no objections through phone calls, emails or other communication received from residents or businesses.
14. The next communication received from the lead petitioner of petition B was in an email directly to the Leader of Hillingdon Council, Councillor Ray Puddifoot MBE, in an email dated 31 July 2016, subject heading CONCERNS. £2M FACE LIFT FOR BELMORE PARADE. The lead petitioner of petition B requested help to move on a beggar, addressing the excessive over spill of street trading, removing under used cycle stands, and removal of a phone kiosk in very poor condition. He also invited the Leader, Councillor Ray Puddifoot MBE to visit Belmore Parade to see the situation as he described.
15. The issues raised came under the portfolio of Cllr Douglas Mills, Cabinet Member for Community, Commerce and Regeneration who, via Fran Beasley as Chief Executive of the London Borough of Hillingdon, asked that the matter be followed up with senior Officers

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directly. A reply was sent to the lead petitioner of petition B on 8 August 2016 which prompted further email correspondence between him and the Cabinet Support Office.

16. An onsite meeting was coordinated for 22 September 2016 with the following in attendance to meet with the lead petitioner of petition B:

Cllr Douglas Mills, Cabinet Member for Community, Commerce and Regeneration
Chris Mansfield, Deputy Director Planning, Transportation & Community Projects
Nigel Dicker, Deputy Director, Residents Services
Dan Kennedy, Head of Business Performance, Policy and Standards
David Knowles, Transport & Projects Manager
Hayley Thomas, Town Centre Improvements Officer

Bullet Point notes from the site visit show a number of follow up actions relating to predominantly antisocial behavioural issues but with no discussion in terms of parking arrangements for the Belmore Parade improvements.

17. On 22 November 2016 a double-sided information letter was hand delivered by Helena Webster, Town Centre Improvements Manager and Hayley Thomas, Town Centre Improvements Officer, to each business along the stretch of parades from Lidl to Lansbury Drive opposite the Beck Theatre. The letter included an update on the Lidl civic square as well as information and an artist's impression of the Piazza environment in Belmore Parade. No further queries or complaints resulted from this. The letter is shown in appendix D.
18. The next communication from the Town Centre Improvements team was a letter to businesses and residents within Belmore Parade, posted on 1 March 2017, to advise them of the specific works which would be commencing and arrangements for phasing works to minimise disruption. This letter is shown in appendix E.
19. On the 14 March 2017 the lead petitioner of petition B telephoned the Town Centre Improvements team to object to the proposed parking arrangements and complain that he had not been made fully aware of the full proposals and specifically changes to the current parking arrangements.
20. It was arranged for officers, including the Senior Highways Engineer, to meet with the lead petitioner of petition B on site the following week, on 23 March 2017, to show him the detailed plans. Officers who attended were:

David Knowles, Transport & Projects Manager
Helena Webster, Town Centre Improvements Manager
Hayley Thomas, Town Centre Improvements Officer
Aram Cheraghi, Senior Project Highways Engineer

21. In the interim, on 21 March 2017 the lead petitioner of petition B emailed the Leader of Hillingdon Council, Councillor Ray Puddifoot MBE with a number of observations including that:

- *The wrap around of parking between Warley Road and Shakespeare Avenue should be an addition to the existing parking to create extra parking, not as proposed because the*

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parade is very long and dragging their shopping greater distances especially when this parade is so weather prone will inconvenience the shoppers further more doesn't enhance their shopping experience and so they will not frequent or even bother coming back.

- *Most of the traders are asking for angled parking this will definitely create more parking spaces.*
- *We have repeatedly asked please do not put seating here even the planters are going to be a real problem. As nice as they will be it's an invitation for the drugies, the drunks and the loiterers to create mayhem. Many years back I sent you a photo of a bench at the beginning of the parade littered with drink bottles. I am not sure if you can remember that. You straight away had the bench removed.*

22. On arrival at the business premises of the lead petitioner of petition B on 23 March 2017, officers were taken to a neighbouring shop so that the business owner could participate in the meeting. The Senior Highways Engineer showed both business owners the detailed plans for the parade, including how the revised parking arrangements had been accommodated.

The revised Belmore Parade parking scheme is shown in appendix F.

23. A simple table setting out current estimated parking capacity compared to the new scheme was also shown. All calculations are based on a 6 metre parking bay and are replicated below:

Belmore Parade (Uxbridge Road, Hayes) Pay & Display Parking Spaces					
	Service Road	Uxbridge Road	Warley Road	Shakespeare Ave	TOTAL
Current Scheme (plus 3 loading & 2 disabled bays)	65	32	0	0	97 based on 100% efficient parking in unmarked bays. Realistic estimate would be 87% efficiency achieving 84 spaces
New Scheme (plus 2 loading & 2 disabled bays)	35	41	4	6	86 spaces

24. A summary of the issues discussed was emailed promptly to the lead petitioner of petition B on 23 March 2017, as follows:

- Acting on previous feedback, the lead petitioner of petition B was updated that the new Street Lighting works will extend into Warley Road, Shakespeare Avenue and very importantly throughout Coleridge Way.
- New mobile CCTV has been prioritised for this area. He seemed less enthusiastic about mobile CCTV but officers were assured that these deploy advanced technology and provide greater flexibility to focus on specific surveillance areas.
- The Highways Engineer showed the detailed plans and was able to advise that there was not sufficient space for drivers to reverse into echelon parking as had been hoped.
- Officers had observed that the current arrangement without individually marked bays does not make efficient use of the parking space available and had also witnessed a

shop owner 'feeding' the meter which adds to the pressure on parking spaces for actual customers.

- The new parking bays will be individually marked and it was shown how this, with the additional bays created within Warley Road and Shakespeare Road, will mean that the parking capacity serving the parade will not be greatly reduced.
 - They were advised that there may be further capacity to create additional parking bays in Coleridge Way which, with the new Street Lighting and mobile CCTV, can become a more inviting place to park. This would need to follow installation of the new Street Lighting.
 - Officers listened to concerns that the new street furniture will be occupied by street drinkers and beggars. The businesses in Coldharbour Lane, Hayes had expressed similar concerns ahead of the major works there, but some 12 months on this has not proved to be the case.
 - The lead petitioner of petition B was asked whether he had raised his concerns with the Barnhill Ward Councillors directly as they are the elected representatives. He told officers that he preferred to go straight to the top.
 - Officers supplied contact details for the three Barnhill Ward Councillors and advised that often the most effective way to get across a point of concern is to contact the local councillors and ask them to take up the issue.
25. To date no further communication has been received from the lead petitioner of petition B, aside from the submission of the petition which is the subject of this report.
26. On 30 March 2017 the lead petitioner of petition A telephoned the Town Centre Improvements team to give his feedback on the proposed amendments to the 'Stop and Shop' parking scheme within Belmore Parade. An email response was provided the same day, including a plan showing the realignment of the parking spaces together with the table, as shown in paragraph 21, setting out current estimated parking capacity compared to the new scheme.
27. The lead petitioner of petition A was informed that the new parking bays will be individually marked and that this, with the additional bays created within Warley Road and Shakespeare Road, will mean that the parking capacity serving the parade will not be greatly reduced. Further reassurance was given that there may be further capacity to create additional parking bays in Coleridge Way which, with the new Street Lighting and mobile CCTV, can become a more inviting place to park.
28. On 3 April 2017 the Senior Highways Engineer reported to the Town Centre Improvements team that the lead petitioner of petition B had approached him on site to insist that all work should stop on Belmore Parade pending the outcome of the petition submitted to the Council on 30 March 2017. He was adamant that the solution was to install echelon parking despite being shown clearly by the engineer that there is:
- a) Insufficient manoeuvring space for vehicles to reverse into the space, and
 - b) The echelon parking arrangement would not create more spaces than the proposed arrangement
29. It is recommended that the Cabinet Member meets the petitioners and discusses their concerns. In common with all new parking management arrangements the scheme will be

PART I - MEMBERS, PUBLIC AND PRESS

reviewed, usually after 12 months to determine that the objectives of the scheme are being met.

Financial Implications

There are no financial implications associated with these recommendations.

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

Informal consultation commenced from 10 September 2015 as detailed within the supporting information contained within this report.

Statutory consultation was carried out between 15th March and 5th April 2017 by the insertion of public notices in the local newspaper and displayed on site.

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 objections to changes to the parking arrangements within Belmore Parade (Uxbridge Road, 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 property implications resulting from the recommendations set out in this report.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

None.

Key Highlights from Hayes Parades Shoppers Survey

A short survey was carried out on Thursday 10th September 2015 between 2.30pm-430pm. In total 50 responses were collated with 30 residents and 20 businesses completing the survey. The results of which are summarised below:

Residents Response

Of the residents surveyed 90% of those using the parades lived locally. When asked what they liked the most about the parade the top 3 answers were

- Mix of shops (44%)
- Nothing (22%)
- Parking (16%)

Other answers included location close to home, Tesco and everything.

When asked if the council could do one thing to improve the parade the top 3 answers were

- Litter (31%)
- Parking (20%)
- Crime (18%)

Other answers included better paving (7%) reduce street trading (4%).

Businesses Response

When the businesses were asked what they liked most about the Parade the top answers were

- Its busy (50%)
- Parking (25%)
- Variety of shops (3%)

When asked what the council could do to improve the Parade the top 3 answers were

- Reduce Crime/ Street drinking (19%)
- Parking (19%)
- Litter and anti social behaviour at the rear of the shops (19%)

CCTV installation (14%) and cleaning (9%) were also a key issue among businesses.

Current Name- what do people call the area now

Name	Residents	Businesses
Belmore Parade	22%	20%
Uxbridge Road	63%	70%
Hayes	15%	10%

Proposed Name

67% of residents like the idea of naming the area Hayes Parades and 75% of businesses agreed with the idea of naming the area Hayes Parades.

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Road safety controls introduced in Ruislip



The council has brought in new measures to deter heavy goods vehicles (HGVs) from using unsuitable roads in Ruislip Manor.

After listening to residents' concerns about traffic the council installed CCTV cameras to dissuade vehicles over the 7.5 tonne weight limit restriction from using residential roads in the area.

The cameras use number plate recognition technology to identify vehicles larger than the limit, and after manual checking by a trained officer, Penalty Charge Notices are issued to the owners. The fine is £130 (£65 if paid within 14 days).

Cllr Keith Burrows, Cabinet Member for Planning, Transportation and Recycling, said: "HGVs can cause a number of safety and congestion issues on roads that are not designed for their use. We have listened to feedback from local residents and put in place measures that will ensure these vehicles use more suitable roads in Hillingdon."

Fireworks set to light up Hillingdon

The council has announced that it will hold a spectacular fireworks show at Ruislip Lido.

The free event on Saturday 12 December will celebrate 50 years of the London Borough of Hillingdon.

The main event, the exciting and colourful fireworks display to music, will start at 9pm and there will also be children's fairground rides and food and drink stalls from 3pm. Parking at the Lido will be limited.

Leader of the Council, Cllr Ray Puddifoot, said: "This is an opportunity for Hillingdon residents to come together and celebrate this milestone in the borough's history and enjoy one of our fantastic green spaces as it is lit up by what promises to be an exciting display."

New zebra crossing keeps school community safe



Children from Glebe Primary School now have a zebra crossing following their successful petition to the council earlier this year.

The zebra crossing, which was installed by the council on Sussex Road outside the school, will allow children to safely cross the road.

The petition was started by pupil Lily Swift and supported by children, parents and teachers at the school.

Cabinet Member for Planning, Transportation and Recycling, said: "I am pleased that the school community at Glebe Primary is happy with its new crossing. Providing residents with places to cross roads is important and children and their parents will now be

able to leave and arrive at the school safely."



hillingdon people magazine November/December 2015

in brief

Vouchers for families

Pregnant women and families with children under four years old who are receiving benefits can get vouchers for milk, fresh fruit and vegetables and coupons for vitamin D tablets or drops which can be collected from the borough's children's centres. To check if you're eligible and apply ask your midwife or health visitor or call the Healthy Start helpline on 0345 607 6823.

Assembly for older people

The next assembly will meet on Tuesday 1 December in the Council Chamber between 2pm and 3.30pm, with registrations and refreshments from 1.30pm. To confirm your attendance call 01895 277446 or email customerengagement@hillingdon.gov.uk.

Want to hold a wellbeing event?

The council helps to run regular wellbeing events for older people. A recent session was held for people who are housebound and included transport to and from the venue, a hot meal, information stalls, an exercise class and entertainment. If you are a community group, association or dining centre and would like to put on a similar event, the council may be able to help you to organise the day, make referrals and possibly provide funding through the Leader's Initiative for Older People. Please contact Vicky Trott for more information by emailing vtratt@hillingdon.gov.uk or calling 01895 277019.

Have your say on the council's budget

In considering the budget and the amount of council tax required for 2016/17, the council is keen to hear the views of residents and local businesses. Draft budget proposals and a survey will be available at www.hillingdon.gov.uk/haveyoursay from Friday 18 December. Call us on 01895 277038 if you require a paper copy.

Illegal

cigarette raids
The council conducted raids at premises on Uxbridge Road and Coldharbour Lane in September following complaints regarding the sale of illicit tobacco. Three premises were visited and the total quantity seized included 36,495 cigarettes, 17,200 hand rolling tobacco and 20,083g chewing tobacco. The multi-agency operation was organised by the Trading Standards team and assisted by HMRC and the police.

Looking to be more active?

Do you want to improve your health through physical activity? Let's Get Moving Hillingdon, adult GP self referral scheme could help. A physical activity specialist will arrange a free assessment with you, including advice on physical activity and goal setting for 12 weeks. For details see www.hillingdon.gov.uk/getmoving, call 01895 556757 or email exercise@hillingdon.gov.uk. If you have an uncontrolled or unstable health condition, a health professional will need to refer you for this service.

Transforming the Hayes parades



Parades along Uxbridge Road, Hayes have been identified as the next area to benefit from the council's Town Centre Improvement Scheme.

The programme has already seen the transformation of Northwood Hills, Ruislip Manor and Harfield into thriving and successful high streets. Work is currently underway to revamp Hayes town centre.

Concept ideas for the full length of the parades from Lansbury Drive to Lidl have been drafted, focusing on Belmore Parade. There will be pavement landscaping, high quality seating and new lighting. The work will give the area a modern feel. Parking bays will be clearly defined for

Commerce and Regeneration,

said: "Investment in town centres across the borough is a key council priority. The council is very aware of how important it is to support the many small independent traders who keep our high streets buoyant and alive." For more information on town improvements visit www.hillingdon.gov.uk/towncentres.

Cllr Douglas Mills, Cabinet Member for Community,

November/December 2015 hillingdon people magazine

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Hayes Parades proposals

Work will be starting shortly to significantly upgrade and transform the area. Our proposals include:

- creating a civic square directly outside the Lidl store
- introducing a piazza environment in Belmore Parade
- extensive landscaping throughout using granite planters with trees selected to thrive in a busy high street environment and give year round interest
- brighter street lighting with feature lighting highlighting the improved landscaping and providing a much safer night time environment

- upgrading the existing 'Stop & Shop' scheme to maximise parking in the parade and provide additional parking in side roads
- The plan gives an indication as to how the work will be phased from summer 2016. The timescales are indicative as the work is weather dependent
- The council's contractor O'Hara Brothers will be undertaking the improvements, under the supervision of Hillingdon Council. The contractors are experienced in working within busy town centres and appreciate the importance of communicating effectively with residents and businesses to minimise disruption.

Pa
ge 27



Phase 1 – Lidl Civic Square

Significant improvements will transform the currently forlorn area directly outside the Lidl store. This will showcase the forthcoming improvements planned for Belmore Parade and Craven Close. Work is expected to start from July 2016 and scheduled to complete at the start of the autumn.

Phase 2 – Belmore Parade

Work to create the piazza is scheduled from autumn 2016 and will complete by summer 2017.

Phase 3 – Craven Close

Improvements at Craven Close will connect the Lidl and Belmore Parade enhancements and follow completion of the Belmore Parade piazza from summer 2017 to autumn 2017.

Final Phase – Warley Road to Lansbury Drive

Further upgrades will be made to the street lighting, parking, street furniture and landscaping between Warley Road and Lansbury Drive together with consistent resurfacing to unify this stretch of Hayes Parades. All work is planned to complete by spring 2018.

Parking during the improvements

To facilitate the improvements, parking and access for vehicles may need to be restricted. We will endeavour to keep this to a minimum and will provide as much notice as possible so that alternative arrangements can be made.

Town Centre team contacts

- www.hillingdon.gov.uk/towncentres
- towncentres@hillingdon.gov.uk
- 01895 250461

Feel
PROUD



HILLINGDON
LONDON

www.hillingdon.gov.uk/towncentres

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Autumn/Winter 2016

Dear Residents/Businesses

Update on Hayes Parades Improvements - Works starting Belmore Parade from 2017

This is to update you on the progress of the major works underway as part of the transformation of the Hayes Parades, the long parade of shops, cafes, restaurants and many independent businesses heading east on the Uxbridge Road (A4020) corridor.

£2.5m has been earmarked for improvement works the full length of the parades from Lidl to Lansbury Drive (Beck Theatre). By Spring 2018 Hayes Parades will have been transformed into an environment where people want to spend time and money supporting local businesses.

Creating the new Civic Square

High quality paving, landscaping and feature lighting is creating a new civic area directly outside Lidl and showcases improvements planned for Belmore Parade from early 2017. The images below illustrate how the paving materials being used closely mirror the artist impression.



Phase 1 - Paving works underway October 2016



Phase 1 - Lidl Civic Square artist impression

The Lidl civic square works are expected to complete in early December ahead of the busy festive trading period with Phase 2 improvements in Belmore Parade scheduled to begin from early 2017. See over for full information on the Belmore Parade planned works.

Planned improvements to Belmore Parade

Proposals for Belmore Parade include:

- Introducing a 'piazza' environment in Belmore Parade;

- Extensive landscaping throughout using granite planters with trees selected to thrive in a busy high street environment;
- Brighter street lighting, with feature lighting to highlight the improved landscaping and provide a much safer night time environment;
- Quality seating, more litter bins to deter littering and cycle stands throughout, and
- Upgrading the existing 'Stop & Shop' parking scheme to maximise parking in the parade and provide 10 additional parking spaces in the side roads.



Phase 2 - Belmore Parade, as is



Phase 2 - Belmore Parade artist impression

Preparing for major works Belmore Parade from early in 2017

The Council's contractor O'Hara Brothers are experienced in working within busy town centres and every effort will be made to minimise disruption to residents, businesses and shoppers.

To minimise disruption for businesses and residents the work will be carried out in stages within the Belmore Parade service road. During the phased works, street trading, parking and access for vehicles will need to be restricted. We will provide as much notice as possible so that alternative delivery and/or access arrangements can be made.

As well as physical changes, we will also be working closely with local businesses and encouraging them to maintain a clean and attractive environment for their customers. We want to restore Belmore Parade and the nearby stretch of shops to their former glory with a new look and feel that attracts more shoppers, enables the wide variety of independent businesses to prosper and instils a sense of pride.

Information on the full scheme can be found online at www.hillingdon.gov.uk where further updates will also be posted. Please contact the Town Centre Improvements Team on 01895 250461 or email towncentres@hillingdon.gov.uk if you should need any additional information.

Yours sincerely

Town Centre Improvements Team



HILLINGDON

LONDON

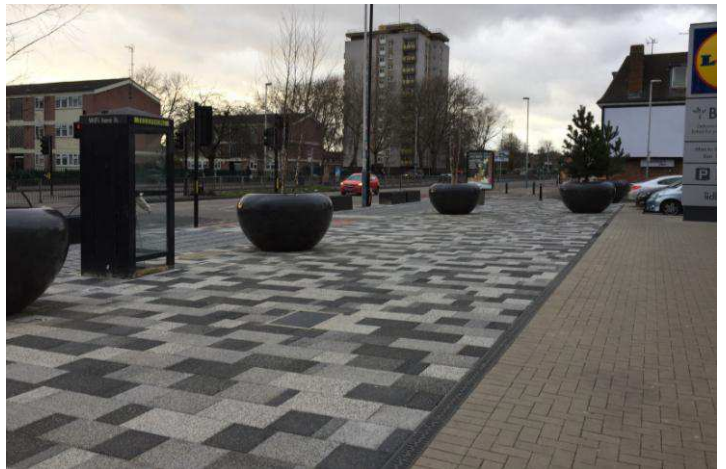
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March 2017

To businesses and residents within Belmore Parade, Uxbridge Road, Hayes

Re: Belmore Parade Improvements

We are writing to update you on the progress of the £2.5m transformation of the Hayes Parades, Uxbridge Road. You may have noticed the new 'Hayes Gateway' monoliths and civic area created outside the Lidl store which showcases the high quality paving, landscaping and feature lighting planned for Belmore Parade.



We are now preparing to start improvement works in Belmore Parade. As mentioned in previous updates, the improvements in Belmore Parade will include introducing a 'piazza' environment in the parade, extensive landscaping, brighter street lighting with feature lighting highlighting the improved landscaping, quality street furniture throughout and upgrading the existing 'Stop & Shop' scheme to maximise parking in the parade.

Please turn over

To minimise disruption for businesses and residents, the work will be carried out in the following stages:

- **Stage 1:** Warley Road to No. 738-740 Uxbridge Road
- **Stage 2:** No. 738-740 to No. 700-712 Uxbridge Road
- **Stage 3:** No. 700-712 to No. 666-668 Uxbridge Road (*work includes resurfacing Warley Road junction*)
- **Stage 4:** No. 666-668 to No. 626-628 Uxbridge Road
- **Stage 5:** No. 626-628 Uxbridge Road to Shakespeare Avenue (*work includes resurfacing Shakespeare Avenue junction*)

Work is expected to begin from w/c 13th March 2017, with all work to be completed in the parade by autumn 2017.

During each stage of the works street trading, parking and access for deliveries will need to be restricted within the works area. Diversion routes will also be in place when improvement works are being undertaken at Warley Road and Shakespeare Avenue junction. We will provide as much notice as possible so that alternative delivery and/or access arrangements can be made. To ensure that access is maintained for sections of Belmore Parade not undergoing improvement works, temporary entry/exit points will be provided from Uxbridge Road.



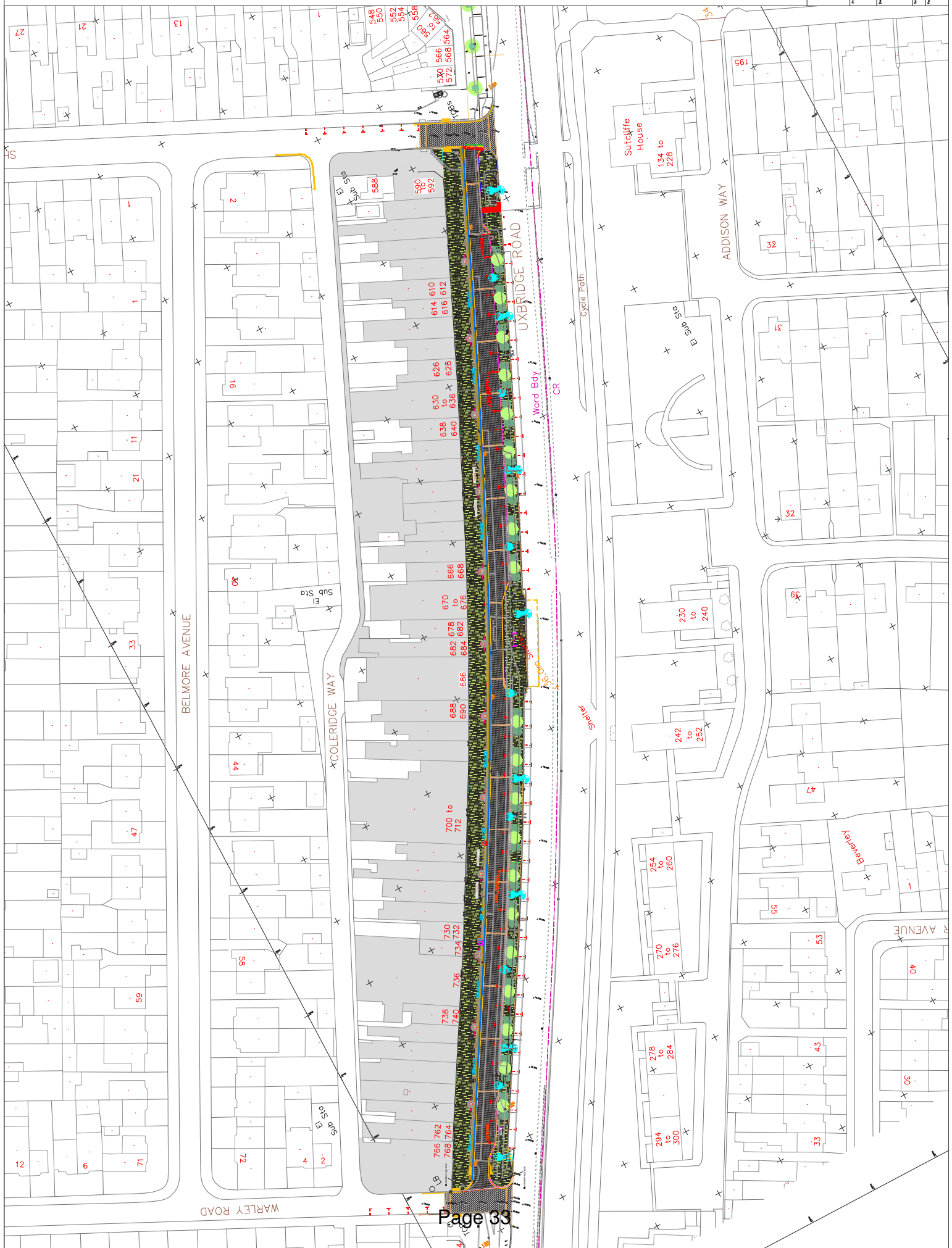
The Council's contractors O'Hara Bros are experienced in working within busy town centres and every effort will be made to minimise disruption to residents, businesses and shoppers. The contractor will be writing to you shortly prior to work starting giving you further information and contact phone numbers.

Information on the full scheme can be found at www.hillingdon.gov.uk/towncentres where further updates will also be posted. Please contact the Town Centre Improvements Team on 01895 250461 or email towncentres@hillingdon.gov.uk if you should need any additional information.

Yours sincerely,

Town Centre Improvements Team

- Proposed Footway
- Proposed Cycle Path
- Proposed Streetlights
- Proposed Planting
- Proposed Fencing
- Proposed Signage
- Proposed Street Furniture
- Proposed Drainage
- Proposed Pavement
- Proposed Road Markings
- Proposed Traffic Signs
- Proposed Streetlights
- Proposed Planting
- Proposed Fencing
- Proposed Signage
- Proposed Street Furniture
- Proposed Drainage
- Proposed Pavement
- Proposed Road Markings
- Proposed Traffic Signs



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HIGH STREET, HAREFIELD - PETITION FROM RESIDENTS & BUSINESSES ASKING FOR A 'STOP & SHOP' PARKING SCHEME.

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	Hayley Thomas Residents Services Directorate
Papers with report	Appendix A

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition from residents and businesses asking for a 'Stop & Shop' parking scheme in High Street, Harefield.
Contribution to our plans and strategies	The request can be considered as part of the Council's strategy for on-street parking.
Financial Cost	There are none associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward(s) affected	Harefield

2. RECOMMENDATIONS

Meeting with the petitioners, the Cabinet Member:

1. Discusses with the petitioners their concerns with parking in High Street, Harefield;
2. Notes the introduction of parking charges at Harefield House car park, in line with conditions of the Section 106 agreement, which included a clause that if a public car park was not provided on the site within two years of the Council signing the formal lease, then it would be assigned back to the developer with no obligation to provide a public car park; and
3. Subject to the outcome of the above, asks officers to add the request to the Council's parking programme and, when resources permit, to carry out informal consultation with business occupiers and residents of High Street, Harefield to establish if there is sufficient support for the consideration of a 'Stop & Shop' scheme.

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 21 signatures has been submitted to the Council from residents and businesses of Harefield. In a covering statement with the petition the lead petitioner states:

"Now there is paid parking in the Cedars (Harefield House) there is now a great shortage of parking spaces in High Street, Harefield. In particular the owner of 19 High Street parks his vehicle for extended periods, sometimes as long as a month. My disabled customers have nowhere to park. My deliveries have nowhere to park. The situation is out of hand.

Parking management...timed parking e.g. short stay of 2 hours needed. The taxis and owner of 19 High Street abuse the parking facilities. Now there is parking charges at the Cedars (Harefield House) the problem is now worse."

2. High Street is the main shopping parade in Harefield Village and is also in close proximity to Harefield Infants and Junior School and Harefield Hospital. As the lead petitioner alluded to in the covering statement submitted with the petition, the Council has recently introduced parking charges to the nearby Harefield House car park. As a result, the High Street would provide an attractive free place to park not only for visitors to the shopping centre but also visitors to the nearby hospital and staff for the local businesses and Infant/Junior School. A plan of the area is attached as Appendix A to this report.

3. The introduction of parking charges at Harefield House car park stemmed from the original planning approval for the Harefield House development, which included a provision of a 99 year lease for the Council to provide and maintain a public car park. The Cabinet Member will recall that had the Council not taken on the lease of the car park the land would have been reassigned back to the stewardship of the developer with no obligation to maintain it as a public car park.

4. The petitioners are asking the Council to install a 'Stop & Shop' parking scheme. From the petition submitted it would appear that most of the signatures appear to be customers or residents who live within the village. Should the Cabinet Member wish to give consideration to the introduction of a 'Stop & Shop' scheme, it is recommended that the Council undertakes its own informal consultation to determine if there is sufficient support from all those directly

affected. Subject to the Cabinet Member's decision the results of such consultation can be reported back to the Cabinet Member and Ward Councillors for further consideration.

Financial Implications

There are no financial implications associated with the recommendations to this report, however if the Council were to consider the introduction of 'Stop & Shop' parking scheme in High Street, Harefield 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

If the Council subsequently investigates the feasibility to introduce a 'Stop & Shop' parking scheme in High Street, Harefield consultation will be carried out with businesses and residents to establish if there is overall support.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and confirms that there are no direct financial implications arising from the recommendations above.

Legal

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

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

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

Corporate Property and Construction

None at this stage.

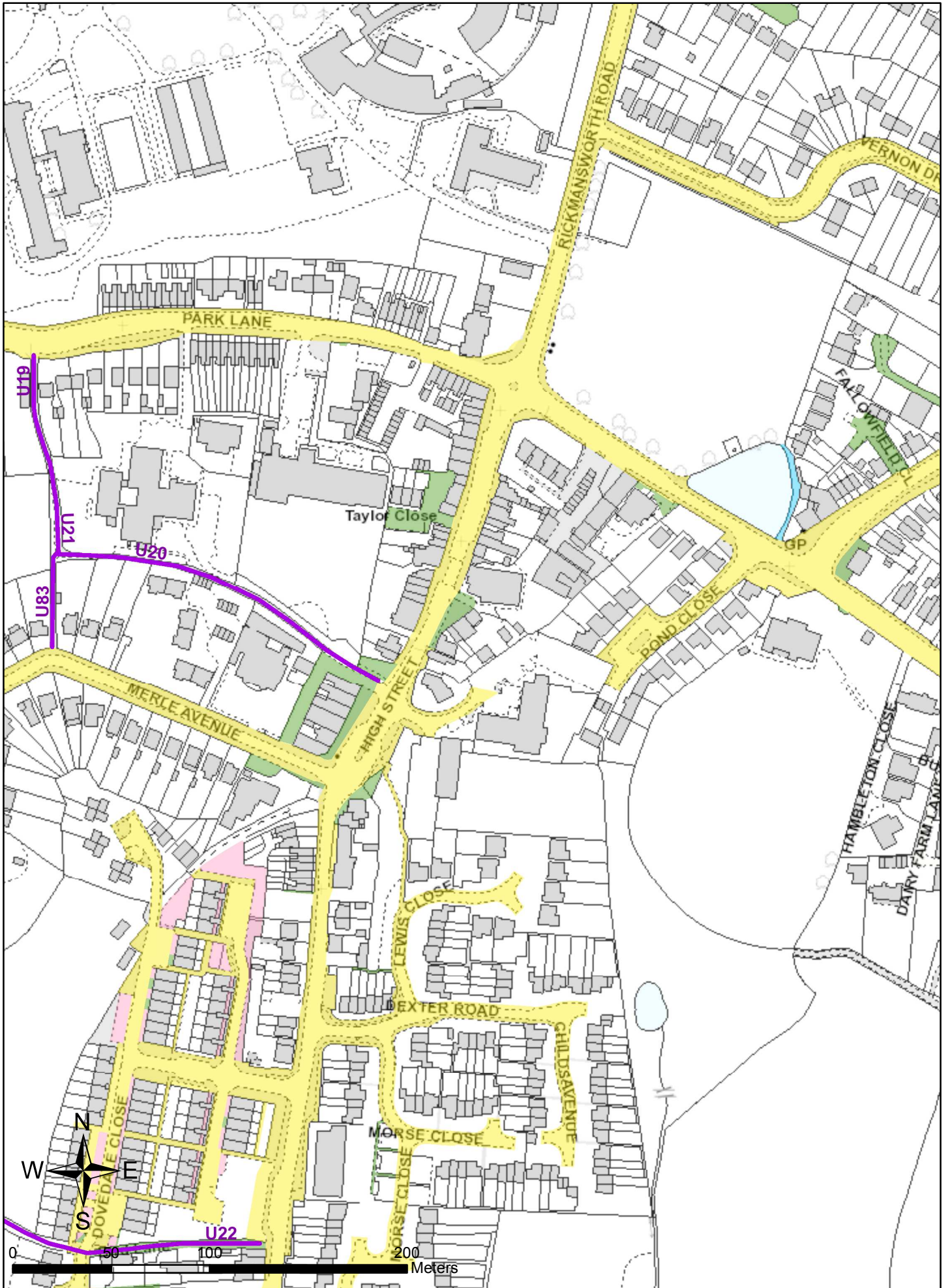
Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received.

Appendix A



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Agenda Item 8

PARK LANE, HAYES - PETITION REQUESTING THAT FOUR SPEED TABLE SLOPES ARE CORRECTED

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	Isaac Kwakye, Resident Services
Papers with report	Appendix A (Location Plan) and Appendix B (Photographs)

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that a petition has been received from the Hillingdon Alliance Residents Association (HARA) requesting that the 4No speed tables installed at the Uxbridge end of Park Lane, Hayes should be corrected to have slopes of less than or equal to 1 in 15 to conform to the 1999 Road Hump Regulations.
Contribution to our plans and strategies	A safe Borough, a clean and attractive Borough.
Financial Cost	There are no direct costs associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents Services.
Ward(s) affected	Charville.

2. RECOMMENDATIONS

Meeting with the petitioners, the Cabinet Member:

1. Considers the petitioners' request and discusses with them in detail their concerns regarding the speed tables; and
2. Subject to the outcome of (1), instruct officers to review the existing speed tables in Park Lane, Hayes when planned carriageway resurfacing works are next undertaken.

Reasons for recommendations

1. The Petition Hearing will provide an invaluable opportunity to hear directly from the petitioners of their concerns and suggestions.

2. When planned carriageway resurfacing works in Park Lane are next undertaken, this would provide an opportunity to review all existing speed tables again and make any amendments, if appropriate, to comply with the prevailing standards and guidance.

Alternative options considered / risk management

None at this stage.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

3. A petition with 58 signatures states that '*The 4 speed tables installed at the Uxbridge end of Park Lane, Hayes should be corrected to have slopes of less than or equal to 1 in 15 to conform to the 1999 Humps and Speed Tables Govt. Regulations*'.
4. Local resident's request that remedial work is undertaken to the 4 speed tables and that all future speed tables are installed to comply with the 1999 or newer government specifications.
5. The only dimensions constrained by the 1999 Road Hump Regulation are:
 - maximum and minimum heights of 100mm and 25mm respectively;
 - a minimum length of 900mm; and
 - no vertical face to exceed 6mm in height.
6. In relation to ramp slopes/gradients, Department for Transport guidance recommends that to limit the effects of vehicles grounding, the on/off ramp gradients should not be steeper than 1 in 10 for both flat top road humps (speed tables) or raised junctions.
7. A level survey of the speed tables in Park Lane, Hayes was undertaken in March 2017. The results show that none of the slopes on the four speed tables at the Uxbridge end of Park Lane exceed 1:10.
8. The speed table slopes are compliant with both the 1999 Road Hump Regulations and guidance at the time of construction.

Financial Implications

There are no direct financial implications arising from the recommendations within this report. Funding for future carriageway resurfacing is typically funded from the annual capital Highways Structural or Localities Programmes. This would be subject to the normal capital release and member approval protocols.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

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

Consultation Carried Out or Required

None at this stage.

5. CORPORATE IMPLICATIONS

Corporate Finance

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

Legal

There are no special legal implications for the proposal to discuss with petitioners their request to review the existing speed tables in Park Lane, 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

None at this stage.

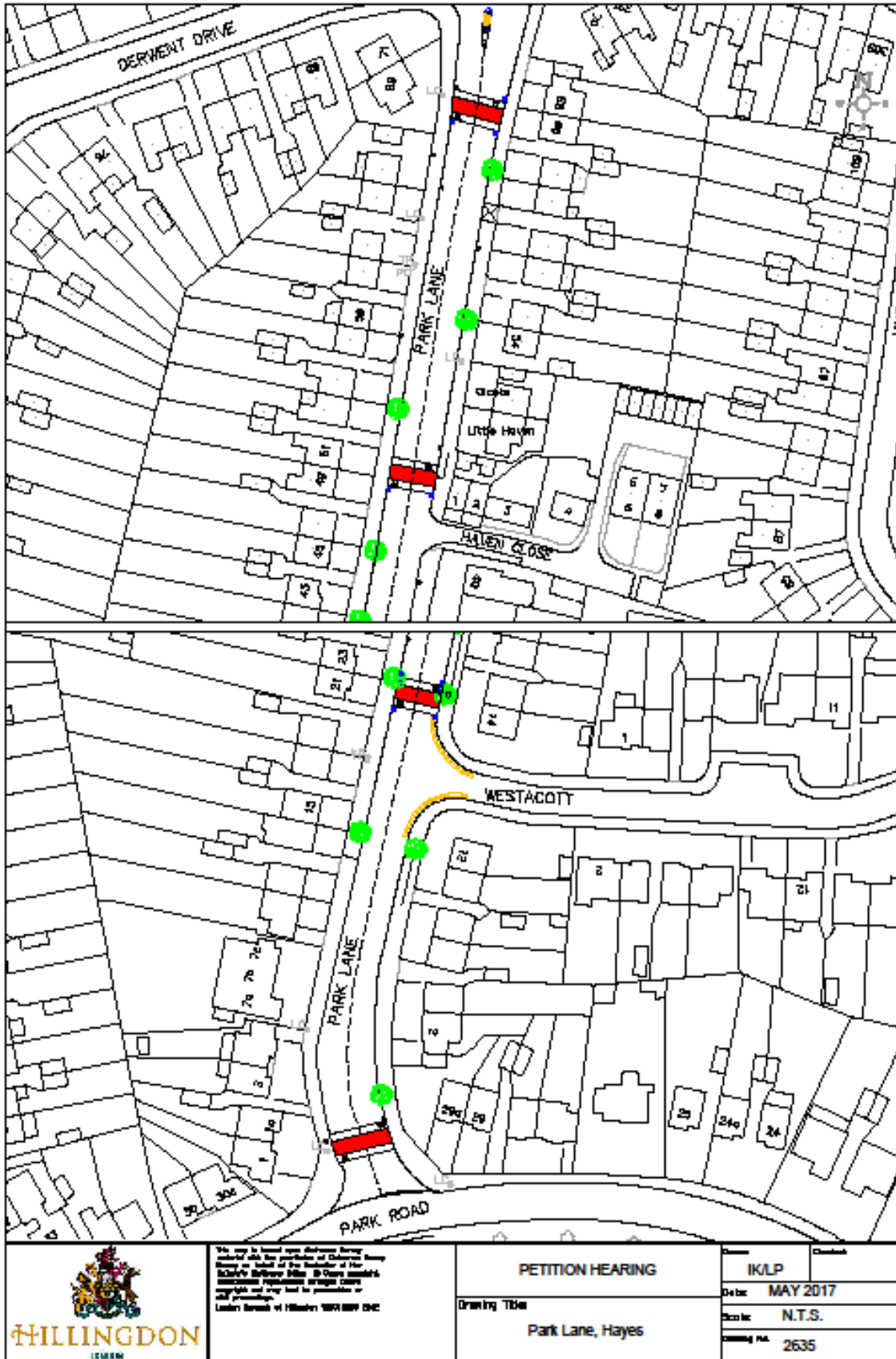
Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

A petition received 2nd August 2016.

Appendix A



This map is issued upon request during the course of the Petition Hearing. It is not a legal document and should not be used as evidence in any legal proceedings. The Council is not responsible for any errors or omissions in this map. The Council is not responsible for any damage or loss of property resulting from the use of this map. The Council is not responsible for any copyright or trademark infringement resulting from the use of this map. The Council is not responsible for any other legal liability resulting from the use of this map.

PETITION HEARING

Drawing Title
Park Lane, Hayes

Case No.	IKLP
Date:	MAY 2017
Scale:	N.T.S.
Drawing No.	2635

APPENDIX B



PART I - MEMBERS, PUBLIC AND PRESS

APPENDIX B

