



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

Date: WEDNESDAY, 14
DECEMBER 2016

Time: 7.00 PM

Venue: COMMITTEE ROOM 3A -
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, 6 December 2016

Contact: Neil Fraser
Tel: 01895 250692
Email: petitions@hillington.gov.uk

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,
3E/05, Civic Centre, High Street, Uxbridge, UB8 1UW
www.hillingdon.gov.uk

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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	Park Avenue, Ruislip - Petition requesting traffic calming measures in Park Avenue, Ruislip	Eastcote & Ruislip	1 - 10
5	7pm	North Drive, Ruislip - Petition requesting staggered single yellow lines for North Drive, Ruislip	Eastcote & Ruislip	11 - 22
6	7.30pm	Waterside Park, Uxbridge - Petition requesting parking restrictions along Wraysbury Drive, West Drayton	Yiewsley	23 - 28

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Agenda Item 4

PARK AVENUE, RUISLIP - PETITION REQUESTING TRAFFIC CALMING MEASURES

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation and Recycling
Officer Contact(s)	Catherine Flew Residents Services
Papers with report	Appendices A & B & C

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition requesting traffic calming measures on Park Avenue, Ruislip.
Contribution to our plans and strategies	The request can be considered as part of the Council's Road Safety Programme.
Financial Cost	Subject to the outcome of the petition hearing, recommendation 3 will incur costs which can be funded from an allocation from existing revenue budgets for the transportation service.
Relevant Policy Overview Committee	Residents' & Environmental Services.
Ward(s) affected	Eastcote and East Ruislip Ward.

2. RECOMMENDATION

Meeting with the Petitioners, the Cabinet Member:

1. **Considers their concerns regarding vehicle speeds in Park Avenue;**
2. **Notes the previous work associated with an earlier traffic calming scheme installed in Park Avenue during 2011, relevant details of which are set out in the body of this report;**
3. **Subject to the above, decides if officers should undertake further classified traffic volume and speed survey(s) at location(s) to be agreed with the petitioners and the relevant Ward Members ;**

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

Reasons for recommendations

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

Alternative options considered / risk management

None at this stage.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 39 signatures has been submitted to the Council, requesting traffic calming measures on Park Avenue, Ruislip. The petitioners are residents of Park Avenue.

2. In a covering letter, the lead petitioner has stated the following:-
"In short, all the people we spoke with are extremely concerned at the excessive speed cars and motorbikes drive down Park Avenue, they are also having trouble backing into and out of their own driveways, it makes parking in your own driveway very tricky indeed. Some complained of damage to their motor vehicles and most are increasingly worried for the safety of small children and the elderly residents. Everyone agreed there is a huge speed issue in the road.

As you can see from the petition, the residents are keen for either speed bumps to be installed or a gate at the top of the road to prevent traffic altogether".

3. The Cabinet Member will recall the installation of a traffic calming scheme in Park Avenue and Kings College Road in 2011, following an earlier petition request. The scheme consisted of two new raised tables and new slow markings with antiskid surfacing on the section of Park Avenue between its junctions with Bury Street and Kings College Road.

4. The Council commissioned independent 24 hour / 7 day vehicle speeds and volume surveys at two locations in Park Avenue, and one site in Kings College Road, following the installation of the traffic calming measures to review vehicle speeds in these roads. A summary of the speed survey results are attached as Appendix B to this report.

5. The Cabinet Member will be aware that the 85th percentile speed is the speed at or below which 85% of the traffic is travelling, and is the standard statistical tool used by traffic engineers when assessing speeding issues. The 85th percentile speed is usually higher than the average speed and so is a more reliable measure of assessing prevailing traffic speeds. The speed survey results indicated that the 85th percentile speeds for all three sites had reduced following implementation of the traffic calming schemes. The latest traffic survey results also indicated

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that the majority of vehicles were travelling below or close to the 30mph speed. The Council has also reviewed vehicle speeds on Park Avenue between its junctions with Bury Street and St Martin's Approach. A summary of these speed survey results are attached as Appendix C to this report. The latest survey undertaken in January 2012 indicated an 85th percentile speed of 32.7 mph eastbound and 32.9 mph westbound.

6. Analysis of the latest available Police recorded personal injury data for the three year period ending April 2016 has indicated that there have been two incidents on Park Avenue between the junctions with Bury Street and Kings College Road. One of these collisions involved a motorist travelling westbound on Park Avenue who lost vision due to the sun and collided with a bollard. The second collision took place at the junction of Park Avenue and Kings College when a motorist lost control and collided into the rear of a second vehicle.

7. The Council has invested in a number of Vehicle Activated Signs (VAS), which flash a warning sign to motorists exceeding the speed limit. These signs have been found to be most effective if they are installed at key sites, left in place for three months and then moved to another site. Subject to the outcome of further investigations, it is suggested that the Cabinet Member considers asking officers to add Park Avenue to a future phase of the Council's VAS programme.

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

9. Although the Council does not install traditional round-topped road humps as would appear to have been suggested by the petitioners, the Council can consider the installation of further flat-topped raised tables like the existing ones in Park Avenue and Kings College Road where these are supported by traffic survey results and further investigations including the positioning of existing vehicle accesses.

10. The Cabinet Member will note that the lead petitioner has made reference to an idea put forward by some petitioners of a gate at the end of Park Avenue, presumably at its junction with Bury Street. The site already has a dual width restriction which governs the size of vehicles which can pass through at this point and this width restriction undoubtedly has a governing effect on vehicle speeds. This imposition of a gate at this point would require extensive consultation and would impose inconvenient detours for many residents, not only of Park Avenue but also Keswick Gardens, St Edmunds Avenue, Broadwood Avenue, Sherwood Avenue and St Martin's Approach. For these reasons, the Cabinet Member may feel that such an idea is not viable.

11. In response to the petition, it is recommended that the Cabinet Member meets the petitioners and listens to their concerns, and decides if this request should be added to the Council's Road Safety Programme for further detailed investigations and the possible development of options, subject to the outcome of the speed and traffic surveys.

Financial Implications

Subject to the outcome of the petition hearing, recommendation 3 will incur costs which can be funded from an allocation from existing revenue budgets for the transportation service.

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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 confirms that there are no direct financial implications arising from the recommendations set out above.

Legal

There are no special legal implications for the proposal to discuss with petitioners their request for traffic calming measures in Park Avenue, Ruislip, 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.

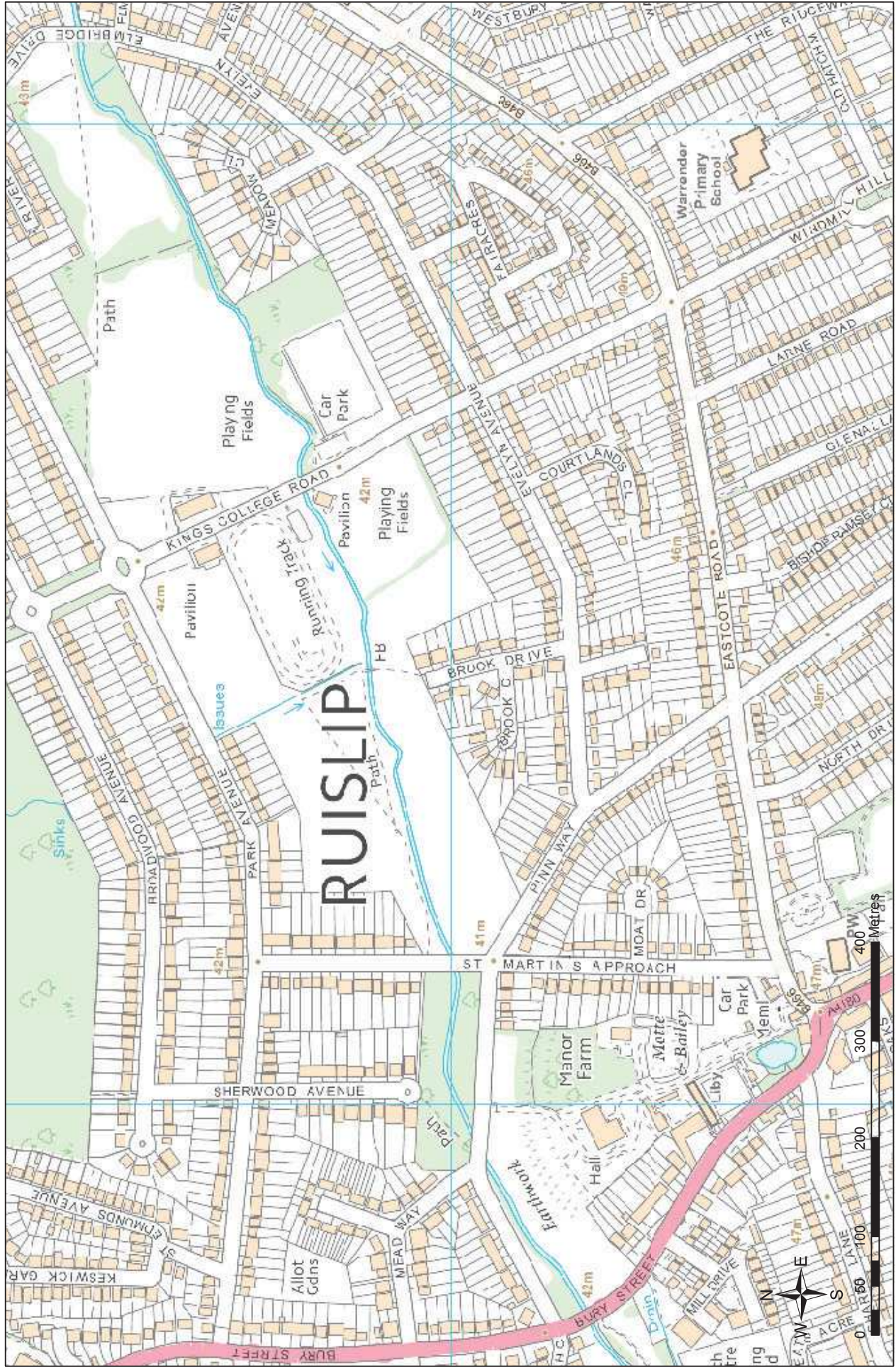
Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

None.

Appendix A - Park Avenue, Ruislip



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Map Notes

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APPENDIX B

Park Avenue and Kings College Road, Ruislip
Review of traffic calming scheme
Results of independent 24 hour / 7 day vehicle speed surveys

Kings College Road

Location: south of car park between junctions with Park Avenue & Evelyn Avenue		
<i>Direction</i>	<i>85th percentile speed Before scheme (Feb 2011)</i>	<i>85th percentile speed After scheme (Jan 2012)</i>
Northbound	36.7 mph	27.7 mph
Southbound	35.8 mph	27.1 mph

Park Avenue

Location: outside No. 50 Park Avenue		
<i>Direction</i>	<i>85th percentile speed Before scheme (Feb 2011)</i>	<i>85th percentile speed After scheme (Jan 2012)</i>
Eastbound	35.8 mph	28.6 mph
Westbound	33.8 mph	31.3 mph

Location: outside No. 111 Park Avenue		
<i>Direction</i>	<i>85th percentile speed Before scheme (Feb 2011)</i>	<i>85th percentile speed After scheme (Jan 2012)</i>
Eastbound	33.1 mph	30.6 mph
Westbound	34 mph	32.9 mph

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APPENDIX C

Park Avenue, Ruislip - between Bury Street and St Martins Approach Results of independent 24 hour / 7 day vehicle speed surveys

November 2008

Location: east of Sherwood Avenue	
<i>Direction</i>	<i>85th percentile speed</i>
Eastbound	33.6 mph
Westbound	34.4 mph

January 2012

Location: outside No. 18 Park Avenue between junctions with Bury Street & Sherwood Avenue	
<i>Direction</i>	<i>85th percentile speed</i>
Eastbound	32.7 mph
Westbound	32.9 mph

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NORTH DRIVE, RUISLIP - PETITION REQUESTING STAGGERED WAITING RESTRICTIONS

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation and Recycling
Officer Contact(s)	Catherine Flew Residents Services
Papers with report	Appendices A - C

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition requesting staggered waiting restrictions on North Drive, Ruislip.
Contribution to our plans and strategies	The request can be considered as part of the Council's Road Safety Programme.
Financial Cost	There are no direct costs associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents' & Environmental Services.
Ward(s) affected	Eastcote and East Ruislip Ward.

2. RECOMMENDATION

Meeting with the Petitioners, the Cabinet Member:

1. Considers their concerns regarding parking issues and their request for staggered yellow lines on North Drive;
2. Notes the previous work associated with an earlier informal parking consultation sent to the residents of North Drive, relevant details of which are set out in the body of this report;
3. Subject to the above asks officers to add the petitioners' request to the Council's Road Safety Programme for further investigation;

Reasons for recommendations

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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 26 signatures has been submitted to the Council, requesting staggered single yellow lines on North Drive, Ruislip.
2. North Drive is a residential road in close proximity to High Street, Ruislip. A location plan is attached as Appendix A to this report.
3. Prior to receipt of this petition, the Council had been contacted by the London Fire Brigade with concerns regarding obstructive parking in North Drive and potential delays to their response times due to vehicles parking on both sides of this road.
4. Following discussions with the Cabinet Member and local Ward Councillors, the Council developed a proposal for a waiting restriction on the eastern side of North Drive between the existing double yellow lines at its junctions with Eastcote Road and Midcroft, as shown in the plan attached as Appendix B to this report.
5. The Council sent out an informal consultation pack consisting of a letter, plan and questionnaire to all the properties of North Drive. This consultation was intended to seek the views of residents on the following three options for the operational hours of the proposed waiting restrictions.
 - **Option 1:** 'At any time' waiting restrictions (double yellow lines)
 - **Option 2:** Single yellow line operational "between 12noon to 1pm, Monday to Friday"
 - **Option 3:** Single yellow line operational "between 8am to 6:30pm, Monday to Saturday"
6. The informal parking consultation document was sent to all 28 properties of North Drive and the Council received responses from the residents of 24 properties. Of the responses received, 22 indicated their support for one of the options provided, as summarised in Table 1:-

	No. of responses in support
Option 1	0
Option 2	16

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Option 3	6
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Table 1: Informal consultation responses

7. Although the majority of respondents to the informal consultation indicated their support for Option 2, there were a number of comments suggesting different variants of this option as summarised below:

- Waiting restriction operational for one/two hour(s) during both the morning and afternoon (six responses);
- Waiting restrictions on both sides of the road (four responses);
- Waiting restriction operational for an hour but outside the lunch time period (three responses).

8. During the informal consultation, the Council also received a petition from 26 residents of North Drive concerning the proposed options for waiting restrictions in their road.

In a covering letter, the lead petitioner states: *"We have all returned our questionnaires and the majority of us have selected Option 2 as the best of the options available to us from [the Council's letter]. However, whilst recognising the problems caused to the emergency services by the current situation in the road, we feel that the proposed solutions are not at all adequate and will not provide us with a positive outcome".*

In the covering letter, the lead petitioner goes on to suggest: *"What is required is a solution that eases the parking situation, and allows easy access for emergency services vehicles, but at the same time does not open the road up as a 'rat-run'. The residents of the street have met and discussed different ideas for relieving the situation. We have come to the conclusion that a simple and effective solution would be to allow parking on both sides of the street, but to restrict it so that vehicles cannot be parked opposite each other. This could be achieved by a set of staggered single yellow lines [as shown in a plan attached to the petition]. The yellow lines would be operational from 8:30am - 6:00pm, Monday - Friday. The benefits would be:*

- *Free parking still available but in selected parts of the street*
- *The street would be freer, but not totally to large vehicles - there would be a natural 'chicane' effect, which would deter (but not totally prevent) large vehicles from using it as a cut through*
- *Speed would be controlled as cars would have to wind their way down the street*
- *Emergency vehicles would have access as there would be more room between vehicles parked*
- *Additionally, to prevent dangerous double parking near the T junction of Eastcote Road and North Drive, we would like to propose double yellow lines (east side) from Eastcote Road to the left of No. 1 North Drive*

In conclusion, we would emphasise that one of the results of this consultation that we definitely do not want to see, would be any parking meter or other 'Resident's Permit' scheme. We enjoy being able to offer, visitors, tradesmen or whoever, free parking in the road and do not want that to change. We are also cognisant of the importance of parking availability to people working and shopping on the High Street. It is in the interest of us all to ensure that Ruislip High Street continues to thrive, so allowing free parking for high street shoppers, and shop and office workers in our road is a small but important contribution to the health of the High Street. All we want is more control over where parking can be permitted, to the benefit of us all."

9. The petition request was received during the informal consultation and it is not clear how many residents completed and returned the Council's informal parking consultation questionnaire before signing the petition, (or vice versa).

10. The petition included an annotated plan with a suggested lay-out for the requested staggered yellow lines on North Drive. Council Officers have reproduced this plan, as shown in Appendix C to this report. The Cabinet Member will be aware that the Council does not generally install short sections of waiting restrictions to protect individual properties due to the difficulties of enforcement. In addition, where possible the Council tries to avoid installing single yellow line waiting restrictions with differing operational hours within the same road to avoid confusion to motorists.

11. It is therefore recommended that the Cabinet Member meets the petitioners and listens to their concerns, and decides if their request should be added to the Council's Road Safety Programme for further detailed investigation and consultation.

Financial Implications

There are no financial implications associated with the recommendations to this report. If after further investigation any measures are subsequently approved by the Council, funding would need to be identified from a suitable source.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

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

Consultation Carried Out or Required

Informal parking consultation sent to all the properties of North Drive, Ruislip.

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 staggered waiting restrictions on North Drive, Ruislip, 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

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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

None.

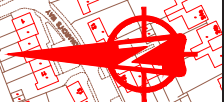
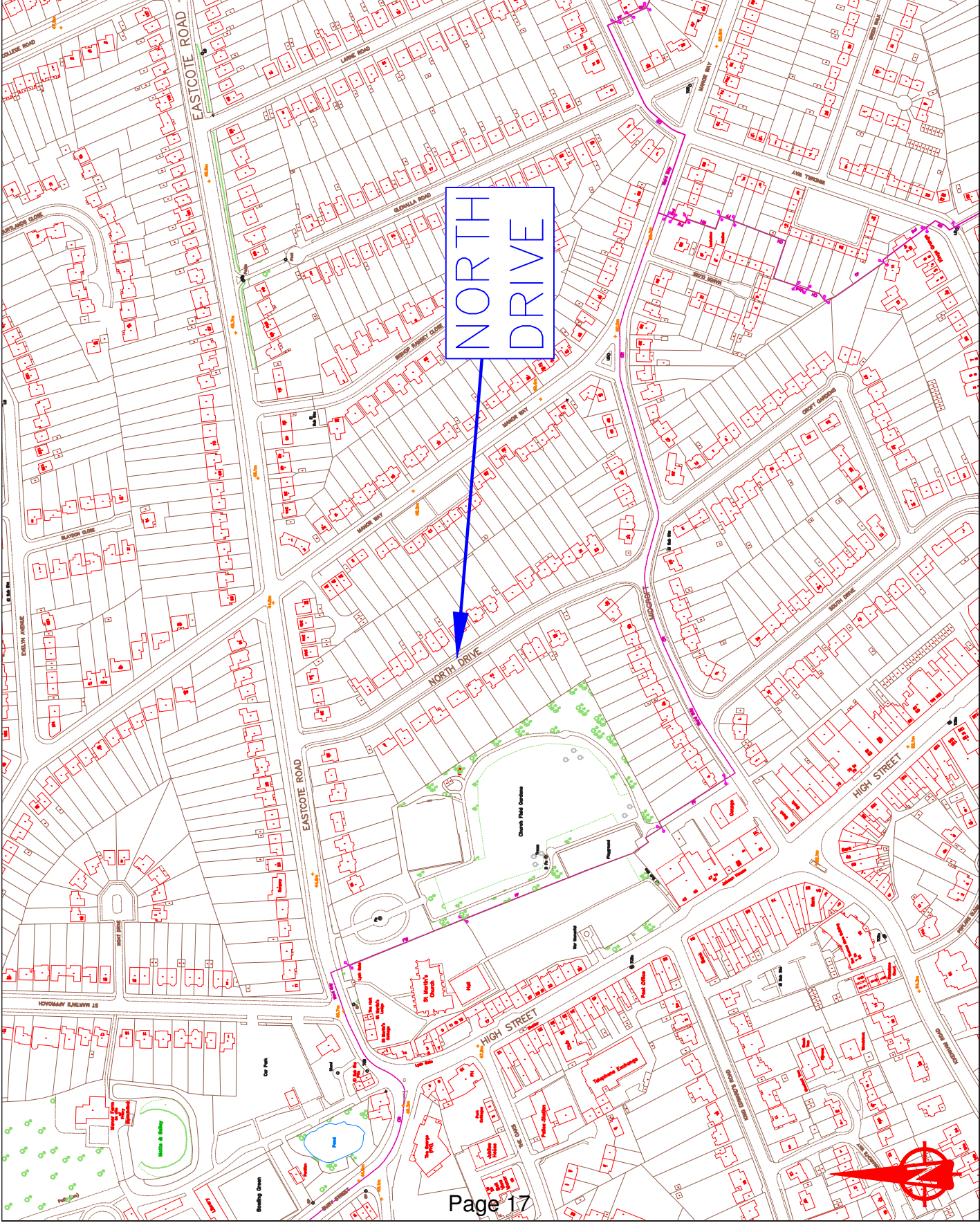
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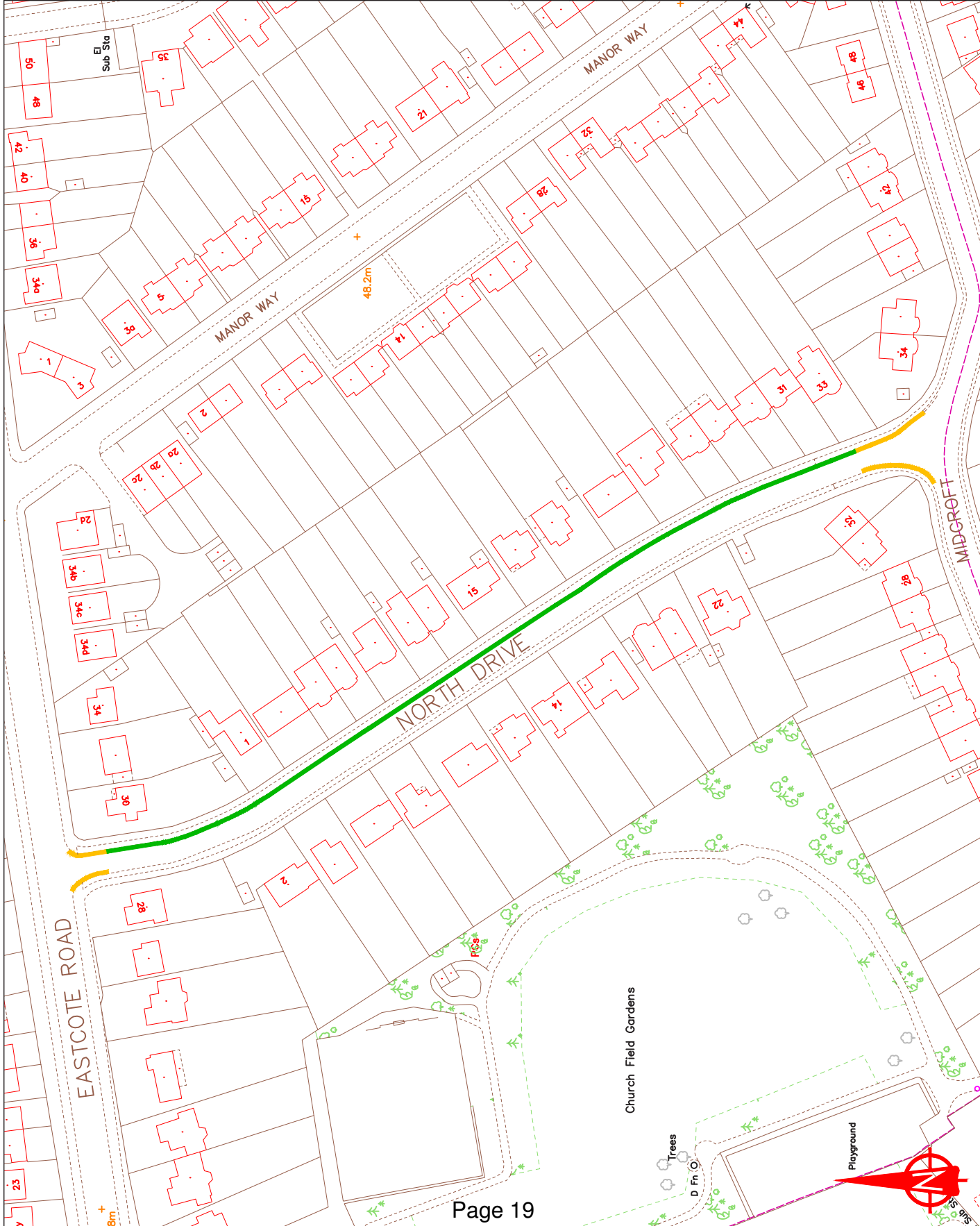
Project
**North Drive,
 Ruislip**

Description Location plan	
Scale NTS	Checked (Initials/Date) 11/16
Drawn CF	Checked (Initials/Date)
Project No.	Drawing No.
	Rev.




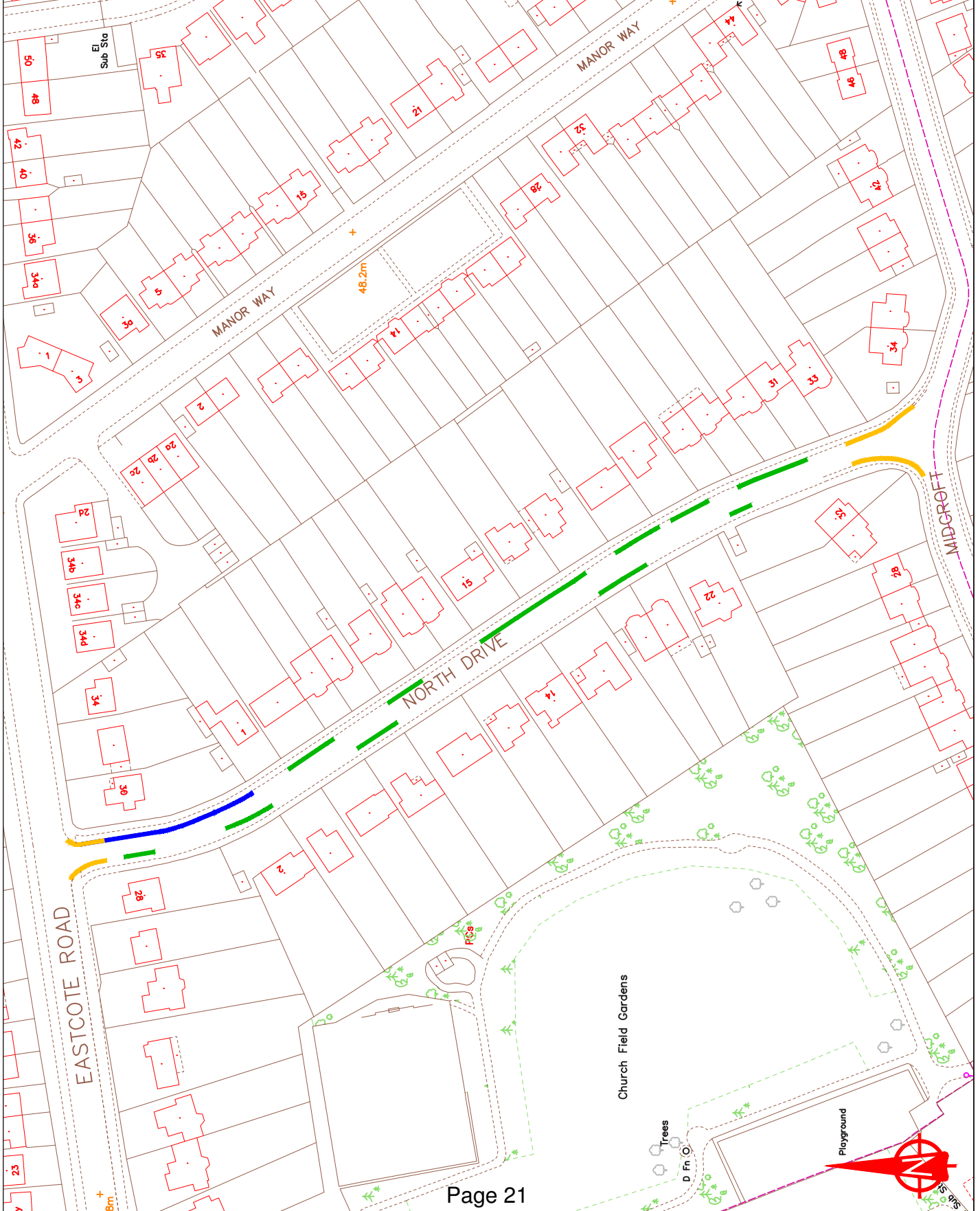
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<p>KEY</p> <p> Existing waiting restrictions</p> <p> Proposed waiting restrictions</p>	<p>This map is based upon Ordnance Survey data with the permission of Ordnance Survey. It is not to be used for navigation. It is the property of Hillingdon Council. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or imprisonment.</p> <p>London Borough of Hillingdon 100019283 2016</p>	 <p>HILLINGDON LONDON</p>	<p>Project North Drive, Ruislip</p>
<p>Description Proposed waiting restrictions</p>			
<p>Scale NTS</p>		<p>Drawn CF</p>	
<p>Checked (Initials/Date) 06/16</p>		<p>Project No. Drawing No. Rev.</p>	



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<p>KEY</p> <ul style="list-style-type: none"> Existing waiting restrictions Requested single yellow lines Requested double yellow lines 	<p>This map is based upon Ordnance Survey data with the permission of Ordnance Survey. It is not to be used for navigation. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or imprisonment.</p> <p>London Borough of Hillingdon 100019283 2016</p>		<p>Project North Drive, Ruislip</p>	<p>Description Petition request</p> <table border="1" style="width: 100%; border-collapse: collapse; font-size: 8px;"> <tr> <td>Scale</td> <td>Drawn</td> <td>Checked</td> <td>(Initials/Date)</td> </tr> <tr> <td>NTS</td> <td>CF</td> <td>11/16</td> <td></td> </tr> <tr> <td>Project No.</td> <td>Drawing No.</td> <td colspan="2">Rev.</td> </tr> </table>	Scale	Drawn	Checked	(Initials/Date)	NTS	CF	11/16		Project No.	Drawing No.	Rev.	
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WATERSIDE PARK, WEST DRAYTON - PETITION ASKING FOR A PARKING MANAGEMENT SCHEME.

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 of Wraysbury Drive, West Drayton asking for a Parking Management Scheme for Waterside Park.
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	Yiewsley.

2. RECOMMENDATION

Meeting with the Petitioners, the Cabinet Member:

- 1. Discusses with petitioners their concerns with parking in the Waterside Park Development, West Drayton.**
- 2. Subject to the outcome of the above, asks officers to add the request to the Council's extensive parking programme for possible informal consultation.**

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 signed by 33 residents of Wraysbury Drive has been submitted to the Council asking for a controlled parking scheme for the Waterside Park Development.
2. In a covering statement the lead petitioner provides some detail on the issues residents are encountering;

"Since the new parking restrictions have been applied along Tavistock Road

- *Commuters wanting to use West Drayton Station as an alternative station car park*
- *Commercial business operating in the area are using Wraysbury Drive to store their vehicles*
- *COMAG (Tavistock Road, West Drayton, Middlesex, UB7 7QE) staff use Wraysbury Drive as their office car park.*
- *Accident Repairs Heathrow (Trout Road) & other car repair /salvage business along Trout Road are abandoning excessively damaged and un-driveable vehicles, commercial low loaders, tow trucks, damaged customer vehicles and courtesy cars along Wraysbury Drive. This makes the development look like a Council estate and has a direct impact on the property prices and creates problems for homeowners that would like to sell/rent their properties.*
- *Travellers using Wraysbury Drive as an alternative car park for Heathrow Airport. Vehicles being abandoned weeks/months on end. This also includes businesses that offer airport "meet and greet" parking services that park their customer vehicles along Wraysbury Drive."*

Problems being created

- i. Wraysbury Drive is very narrow in width and it currently cannot fully accommodate two-way traffic. This in itself makes manoeuvrability around the development very difficult.*
- ii. Residents of Waterside with multiple cars can no longer use this additional parking space as it has been taken over by non-residents.*
- iii. It also restricts access to wider/oversized vehicles such as delivery vehicles thus leading to scrapes/dents to cars parking along the drive.*
- iv. Cars parked along the S-bends make it impossible to navigate around - especially when you cannot see on-coming vehicles thus leading to near misses.*
- v. Vehicles are being parked on raised kerb crossings, causing further access issues for those with wheelchairs and pushchairs*

- vi. *Residents have found their private driveway access partially/fully blocked and are therefore unable to enter/exit their drives. This leads to heated exchanges between residents and non-residents.*
- vii. *Residents at Waterside Park pay for the upkeep of the development by paying high service charges whereby the non-residents that use the facilities do not contribute in any form of way."*

3. Waterside Park is a modern residential development situated just a short walk from West Drayton Station, the shops on High Street, and the various other local amenities. As the petition correctly states, many of the surrounding residential roads to the south of the development already benefit from a Parking Management Scheme. A location plan is attached as Appendix A.

4. The only access road into the Waterside Park development is Wraysbury Drive and has been adopted as highway by the Council. From a helpful plan supplied by the lead petitioner, this appears to be the main area of concern. The properties on the development benefit from off-street private parking areas.

5. The petitioners have put forward the following suggestions that they would like to see for their road:

- *Double yellow lines at the entrance of the development (both sides of the road & from the mini roundabout)*
- *Double yellow lines on all S-bends along Wraysbury Drive (both sides of the road)*
- *Double yellow lines on raised kerbs*
- *PMS to be applied along Wraysbury Drive: Permit Holders Only (Option 2A) as described in the PMS information leaflet.*

6. It is therefore recommended that the Cabinet Member listens to the petitioners' concerns and if appropriate, adds this request to the Council's extensive parking scheme programme for further consultation when resources permit.

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 for a parking scheme in Waterside Park, 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. 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

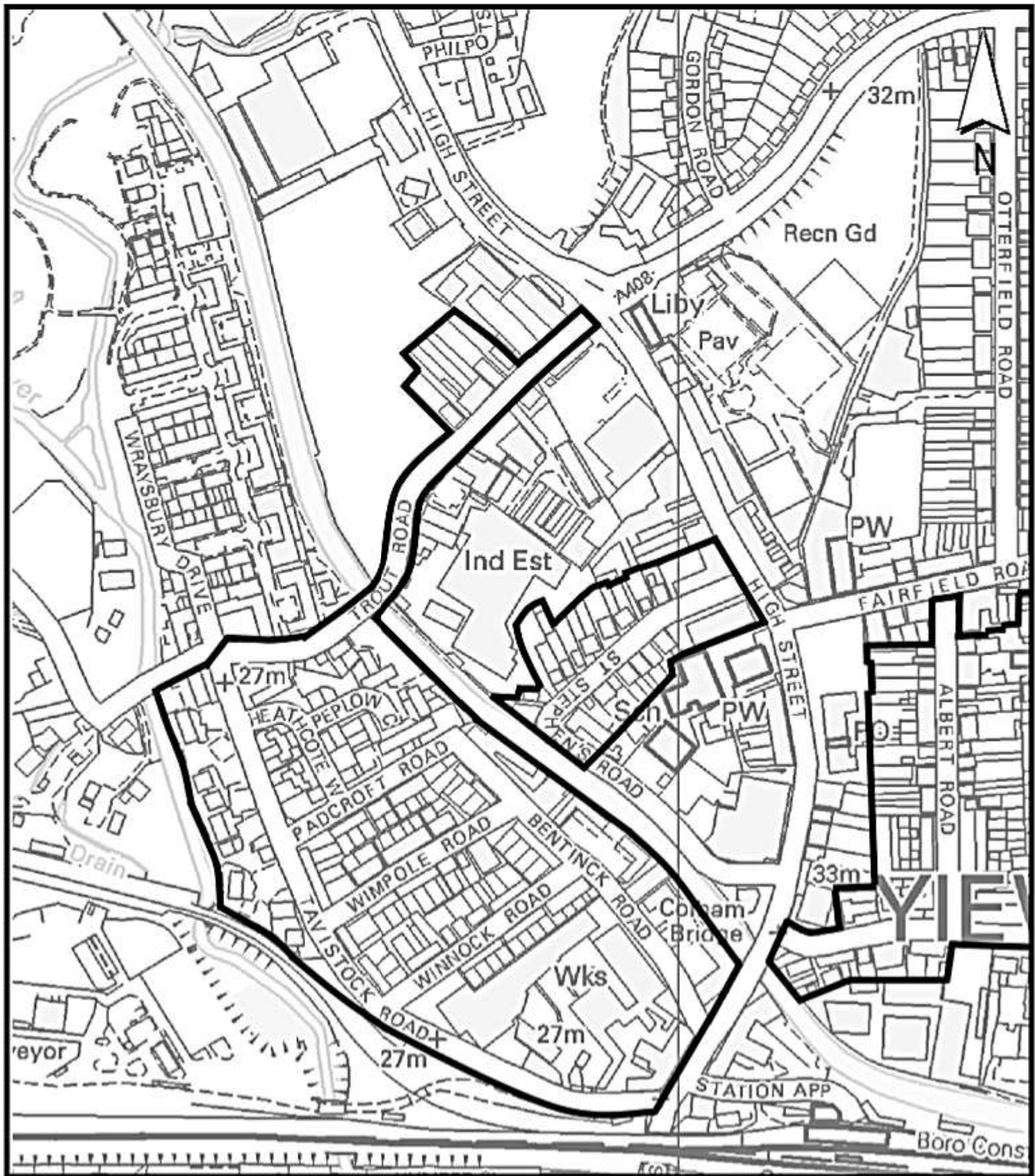
None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received.



Wraysbury Drive, West Drayton
Location plan

Appendix A

Date November 2016
Scale 1:5,000



Extent of the Yiewsley Parking Management Scheme Zone Y1

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