



HILLINGDON  
LONDON



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

**Date:** WEDNESDAY, 12 JULY  
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.

**Published:** Tuesday, 4 July 2017

Contact: Nikki O'Halloran  
Tel: 01895 250472  
Email: [petitions@hillington.gov.uk](mailto: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,  
Phase II, Civic Centre, High Street, Uxbridge, UB8 1UW  
[www.hillingdon.gov.uk](http://www.hillingdon.gov.uk)

# Useful information for residents and visitors

## Travel and parking

Bus routes 427, U1, U3, U4 and U7 all stop at the Civic Centre. Uxbridge underground station, with the Piccadilly and Metropolitan lines, is a short walk away. Limited parking is available at the Civic Centre. For details on availability and how to book a parking space, please contact Democratic Services. Please enter from the Council's main reception where you will be directed to the Committee Room.

## Accessibility

For accessibility options regarding this agenda please contact Democratic Services. For those hard of hearing an Induction Loop System is available for use in the various meeting rooms.

## Attending, reporting and filming of meetings

For the public part of this meeting, residents and the media are welcomed to attend, and if they wish, report on it, broadcast, record or film proceedings as long as it does not disrupt proceedings. It is recommended to give advance notice to ensure any particular requirements can be met. The Council will provide a seating area for residents/public, an area for the media and high speed WiFi access to all attending. The officer shown on the front of this agenda should be contacted for further information and will be available at the meeting to assist if required. Kindly ensure all mobile or similar devices on silent mode.

Please note that the Council may also record or film this meeting and publish this online.

## Emergency procedures

If there is a FIRE, you will hear a continuous alarm. Please follow the signs to the nearest FIRE EXIT and assemble on the Civic Centre forecourt. Lifts must not be used unless instructed by a Fire Marshal or Security Officer.

In the event of a SECURITY INCIDENT, follow instructions issued via the tannoy, a Fire Marshal or a Security Officer. Those unable to evacuate using the stairs, should make their way to the signed refuge locations.



# Agenda

## CHAIRMAN'S ANNOUNCEMENTS

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

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

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

	<b>Start Time</b>	<b>Title of Report</b>	<b>Ward</b>	<b>Page</b>
<b>4</b>	7pm	Copse Wood Way, Northwood - Petition Concerned with Excessive Traffic Speed	Northwood	1 - 8
<b>5</b>	7pm	Petition Requesting a Parking Management Scheme at The Green, West Drayton	West Drayton	9 - 14
<b>6</b>	7.30pm	Maygoods Lane and Maygoods Close, Cowley - Petition from Residents Asking for a Residents' Permit Parking Scheme	Brunel; Uxbridge South	15 - 20
<b>7</b>	8pm	Petition to Extend the Permit Operational Times in Part of Hewens Road, Hayes	Charville; Hillingdon East	21 - 26

This page is intentionally left blank

# Agenda Item 4

## COPSE WOOD WAY, NORTHWOOD - PETITION CONCERNED WITH EXCESSIVE TRAFFIC SPEED

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

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition from residents concerned with excessive traffic speeds in Copse Wood Way, Northwood.
<b>Contribution to our plans and strategies</b>	The request can be considered as part of the Council's annual programme of road safety initiatives.
<b>Financial Cost</b>	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.
<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services
<b>Ward(s) affected</b>	Northwood

### 2. RECOMMENDATIONS

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

- 1. listens to their concerns with excessive traffic speed in Copse Wood Way.**
- 2. subject to the outcome of the above, asks officers to undertake traffic surveys, at locations agreed by the petitioners, and to then report back to the Cabinet Member.**
- 3. subject to the survey data generated as a consequence of (2), considers adding Copse Wood Way to the Vehicle Activated Signs programme and instructing officers to investigate options under the Council's Road Safety Programme.**

#### **Reasons for recommendations**

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

---

PART I - MEMBERS, PUBLIC AND PRESS

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

None at this stage.

## **Policy Overview Committee comments**

None at this stage

## **3. INFORMATION**

### **Supporting Information**

1. A petition with a total of 57 signatures from residents has been received by the Council under the following heading: *"I have recently been in contact with Nick Hurd MP for Ruislip, Northwood and Pinner to raise concerns about excessive speeding by cars in Copse Wood Way. I have received a response from London Borough of Hillingdon the Transport & Projects Residents Services Department. It has been suggested that I organise a petition and obtain signatures from residents who are concerned about speeding and also interested in traffic calming. Please can you sign and add your address if you wish to take part in this petition."*
2. Copse Wood Way is a mainly residential road that provides a link between Rickmansworth Road (A404), Northgate and then onto Ducks Hill Road (A4180), as illustrated in the plan attached at Appendix A. Part of Copse Wood Way is served by the 331 bus route. There is a mix of developments along Copse Wood Way which includes some sheltered accommodation.
3. It may be noted that, of the 57 signatories to the petition, 28 (including the lead petitioner) are residents of Sevenoaks Court, which is situated at the junction of Copse Wood Way and Northgate, as indicated on the plan attached at Appendix B.
4. The petition is asking for measures to address speeding and, as noted, alludes to some form of traffic calming, although the nature of any physical measures which might be deemed acceptable to the petitioners has not been indicated, and this may be a matter that the Cabinet Member would like to establish when meeting the petitioners.
5. The Cabinet Member may recall that, in response to a previous request from one of the Ward Members, a 24/7 classified traffic volume and speed survey was commissioned through an independent survey company in the normal manner, and this was duly undertaken in March 2017. This data was also compared to an earlier survey from 2014 (also requested by Ward Members); the overall findings are indicated in the table overleaf.
6. The results show that vehicle speeds have reduced in the three years since the last survey was completed; however, vehicle speeds remain high, as the table shows: the 85% percentile speeds recorded in March were 37mph northbound and 34mph southbound, both greater than the posted speed limit in Copse Wood Way of 30mph.

	<b>Total Number of Vehicles recorded</b>	<b>85<sup>th</sup> Percentile* Speed (mph)</b>
<b>November 2014</b>		
Northbound	10,117	39
Southbound	19,565	39
<b>March 2017</b>		
Northbound	8,840	37
Southbound	17,349	34
<p><i>* The so-called '85<sup>th</sup> percentile speed' is the speed at or below which 85% of traffic was found to be travelling. The 85<sup>th</sup> percentile speed is generally higher than the 'average speed' and is the standard statistical tool used in the assessment of traffic speed patterns.</i></p> <p><i>The survey location was in Copse Wood Way, approximately half way between its junctions with Rickmansworth Road and Northgate</i></p>		

7. The Cabinet Member will be aware that there have been concerns expressed locally about the reported abuse of the banned entry movements at the junction of Duck's Hill Road and Northgate. The Cabinet Member will recall that these restrictions were originally introduced, with the support of the police and bus operators, in response to the previous serious adverse road accident safety record, and since the measures were implemented, the safety record of this junction has improved significantly.

8. However, these benefits will understandably be undermined if the restrictions are being abused by some drivers, and with this in mind, the Cabinet Member will be aware that the Council is presently in the process of introducing a system of camera enforcement at this site and others in the Borough with a view to reducing the level of driver abuse. In the context of the present petition, it is anticipated that there should be a consequent reduction of speeding traffic heading from Duck's Hill Road past Sevenoaks Court once the camera enforcement system is in place later this year.

9. The Cabinet Member will be aware that, as part of the Council's Road Safety Programme, he has at his disposal a number of electronic vehicle-activated signs ('VAS') which flash a warning message to drivers who are travelling above the speed limit. These have been shown to be a useful deterrent, especially in situations where drivers may feel that the nature of the road provides an invitation to drive faster than the posted limit. If petitioners feel that such a VAS could be beneficial in Copse Wood Way, the Cabinet Member may wish to consider adding the road to the forward programme.

10. It is therefore suggested that the Cabinet Member meets with petitioners and listens to their concerns in greater detail. Subject to the outcome of these discussions, the Cabinet Member could recommend undertaking further independent speed and traffic surveys in Copse Wood Way, 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**

Corporate Finance has reviewed this report and confirms that the expenditure referred to above can be met by the existing balance on the Parking Revenue Account.

### **Legal**

There are no special legal implications for the proposal to discuss with petitioners their request for traffic calming measures at Copse Wood Way, 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**

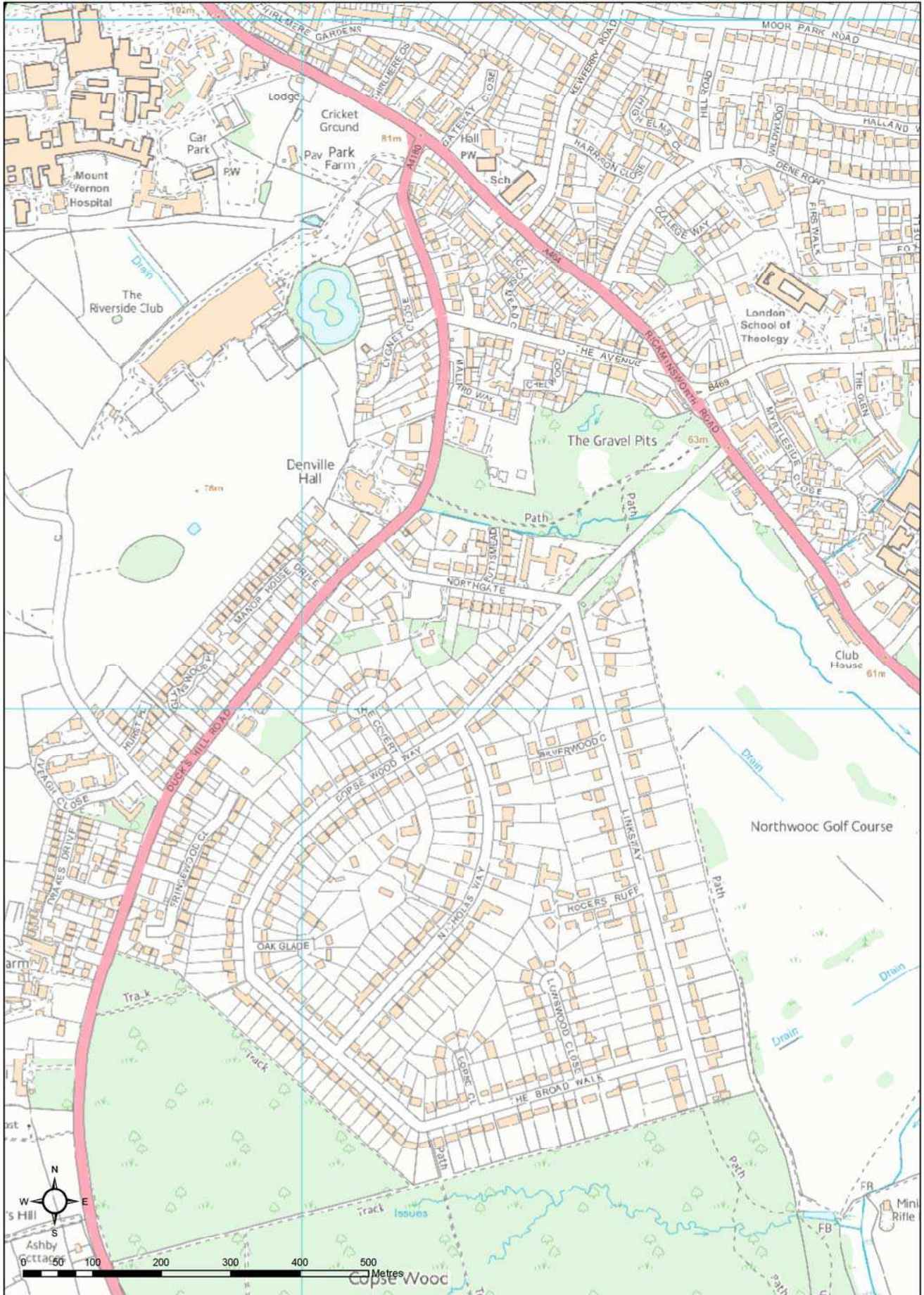
None at this stage.

## **6. BACKGROUND PAPERS**

NIL.



# APPENDIX A: Cope Wood Way

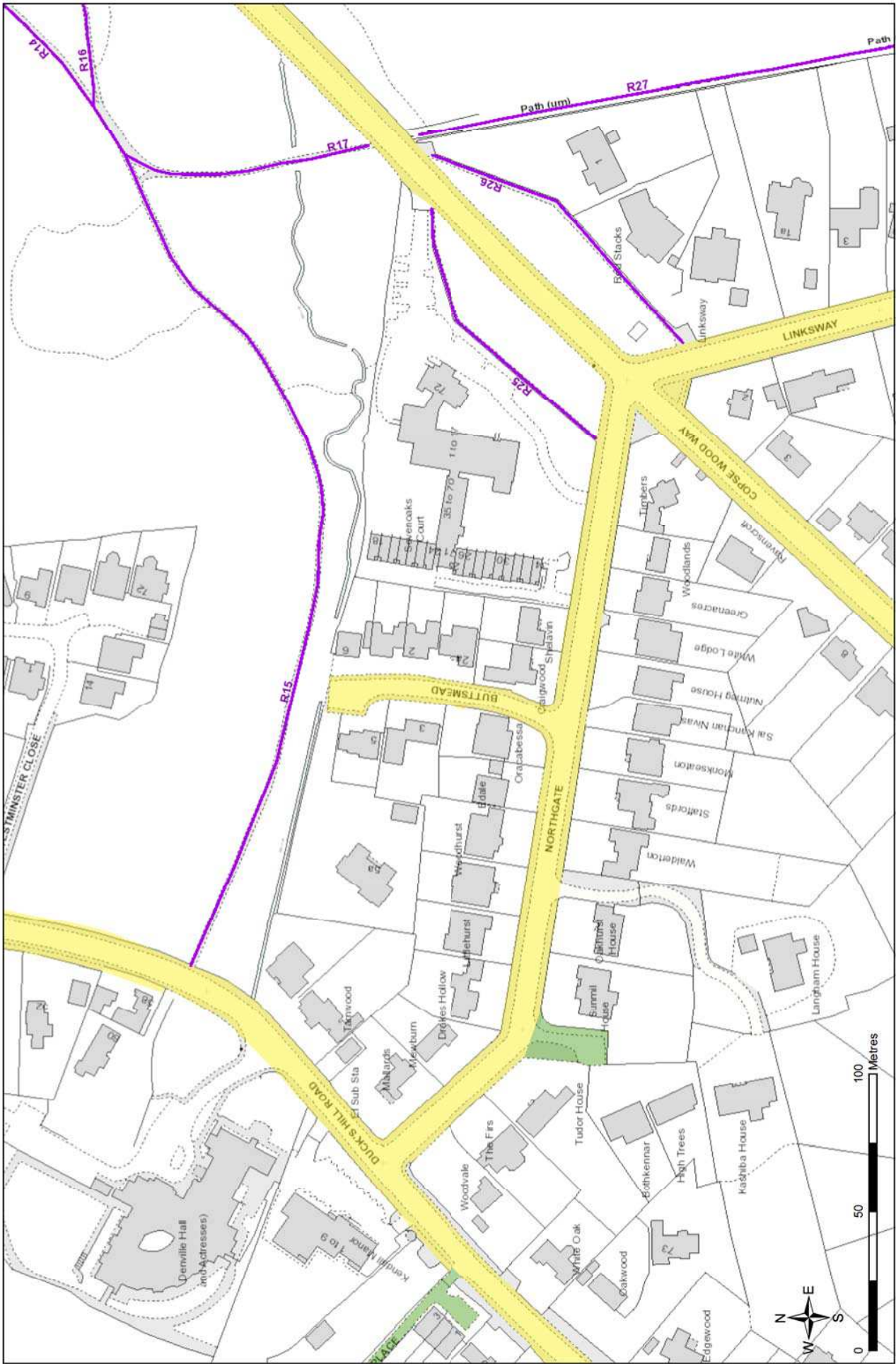


Map Notes

© Crown copyright and database rights 2017 Ordnance Survey 100019283

This page is intentionally left blank

# APPENDIX B: Northgate, part of Copse Wood Way & Sevenoaks Court



This page is intentionally left blank

# Agenda Item 5

## PETITION REQUESTING A PARKING MANAGEMENT SCHEME AT THE GREEN, WEST DRAYTON

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

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition requesting a Parking Management Scheme to be introduced at The Green, West Drayton.
<b>Contribution to our plans and strategies</b>	The request can be considered in relation to the Council's strategy for on-street parking controls.
<b>Financial Cost</b>	There are direct no financial implications associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services
<b>Ward(s) affected</b>	West Drayton

### 2. RECOMMENDATIONS

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

1. listens to their request for a Parking Management Scheme to be introduced at The Green, West Drayton.
2. subject to the outcome of the above, decides if the request for a Parking Management Scheme for The Green should be added to the forthcoming informal consultation on options to manage parking in the local area 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 The Green, West Drayton. In an attached statement, the lead petitioner states:

*"The ability to park your vehicle in the street where we live is becoming impossible to achieve during the day or night. The Council/Police have attached towing information to several vehicles that have been parked for months."*

2. Attached as Appendix A is an area plan showing The Green which is divided into main sections, the first being the main carriageway that links Swan Road and Mill Road and the second is the quieter narrower section located behind the green itself. A plan of the area is attached as Appendix A of this report.

3. The Green is a mainly residential area with some commercial premises, office space, a medical centre and church. The historic nature of the area means that most of the properties around The Green have little or no off-street parking provision.

4. West Drayton town centre, with its varied shops, businesses and West Drayton Station which will soon benefit from the Elizabeth Line Services starting in 2019, are all just a short walk away so The Green may be an attractive place for non-residents to park. The busy U3 bus route between Heathrow and Uxbridge also runs along The Green.

5. The Cabinet Member will be aware that some other roads in the area have also petitioned the Council and are concerned with non-residential parking in the area. It is therefore recommended that the Cabinet Member discusses with petitioners their concerns over parking. Subject to the outcome of this discussion, and if considered appropriate, the Cabinet Member may be minded to combine this request 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 The Green 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 to introduce parking restrictions in The Green and the surrounding area, an informal 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 agrees with the financial implications outlined above.

### **Legal**

There are no special legal implications for the proposal to listen to petitioners on their petition requesting a Parking Management Scheme at The Green, West Drayton which amounts to an informal consultation. A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage. Fairness and natural justice requires that there must be no predetermination of a decision in advance of any wider non-statutory consultation.

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

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

### **Corporate Property and Construction**

None at this stage.

### **Relevant Service Groups**

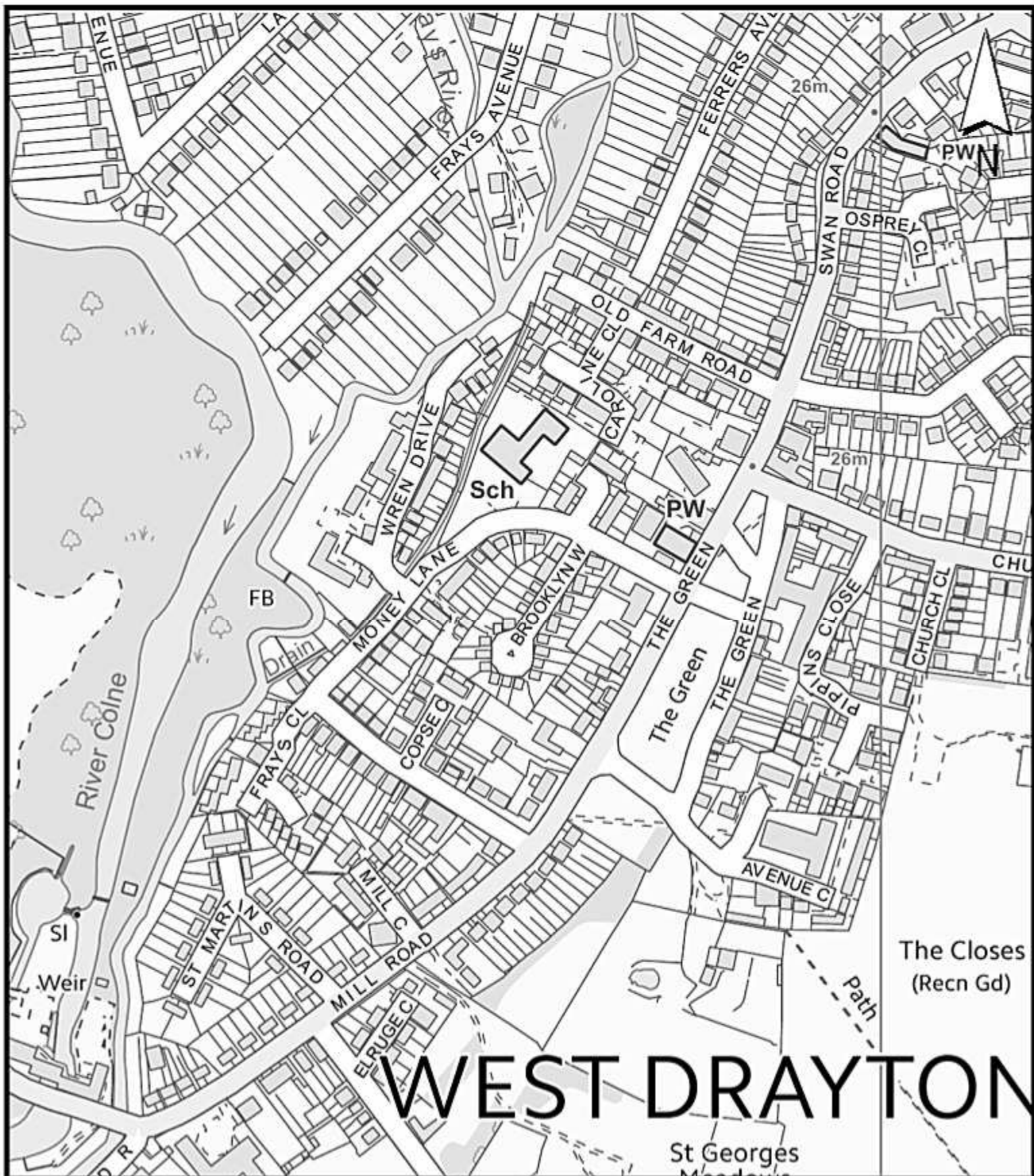
None at this stage.

## **6. BACKGROUND PAPERS**

NIL.

This page is intentionally left blank





The Green, West Drayton

Appendix A

Date June 2017

Scale 1:4,000

This page is intentionally left blank

# Agenda Item 6

## MAYGOODS LANE AND MAYGOODS CLOSE, COWLEY - PETITION FROM RESIDENTS ASKING FOR A RESIDENTS' PERMIT PARKING SCHEME

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

### 1. HEADLINE INFORMATION

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

### 2. RECOMMENDATIONS

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

- 1. discusses with petitioners their concerns with parking in Maygoods Lane and Maygoods Close, Cowley.**
- 2. notes the results of the previous consultations with residents of the area on a possible Parking Management Scheme.**
- 3. subject to the outcome of the above, asks officers to add the request to the Council's extensive parking programme for further informal consultation.**

#### **Reasons for 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 34 signatures has been submitted to the Council from residents of the area around Maygoods Lane, Cowley. In a covering letter with the petition, the lead petitioner states:

*"The current problem is the lack of space for residents' parking, due to the students from Brunel parking down our roads (Maygoods Lane & Maygoods Close) then heading into university for the day and, on many occasions, for weeks at a time. Also, the parking being limited during school pick-up and drop-off times due to the influx of parents leaving their cars and blocking the views when turning the corner.*

*"This is becoming a constant problem for residents, residents' friends and family when visiting. The parking is becoming so restricted where people are leaving cars at junctions making them blind and almost impossible to navigate, as well as people parking on to the pedestrian pathways (in order to get a space in the road) that people with buggies, wheeled shopping baskets and wheel chairs are finding it near impossible to park.*

*"As residents, this is becoming a constant battle with parking, where some residents are even having to park two roads away in order to get parked for the evening."*

2. Helpfully, residents have suggested the following possible solution :

*"Our main goal is to have double yellow lines placed in the areas of the street (such as junctions and corners) where it is unsafe for people to park. Also for it to become a permit holders only area for residents only to reduce the congestion in the road caused by non-residents and aid the residents in finding a safe place to park their vehicle overnight in close proximity to their property."*

3. Maygoods Lane and Maygoods Close are mainly residential roads just a short walk to local shops, Cowley St Laurence Church of England School and Brunel University. As the Cabinet Member will recall, in 2015 the Council undertook an informal consultation with residents of Worcester Road and Maygoods Green which adjoin Maygoods Lane and Maygoods Close, on options to manage the parking in their road. A location plan is attached to this report as Appendix A.

4. Responses to this consultation were mixed so, as a result, in November 2016 an extension to the Parking Management Scheme "Zone C1" was implemented in part of Worcester Road from High Street to the entrance to the school.

5. It has often become apparent where parking schemes have been introduced that the residents in adjoining roads, which perhaps do not suffer unduly from non-residential parking,

decide not to be included when consulted on possible options. However, following inclusion of nearby roads, residents experience parking transfer and approach the Council to be part of the scheme. As the Cowley Parking Management Scheme has recently expanded, residents on nearby roads may have unfortunately witnessed the transfer of parking and have therefore petitioned the Council.

6. It is therefore recommended that the Cabinet Member discusses with petitioners their concerns and, if it is considered appropriate, to add the request to the future parking scheme programme. It is also suggested that, subject to the outcome of the petition evening, Ward Councillors are asked for their views on a suitable consultation area because, as the Cabinet Member is aware, experience has shown that it is likely parking could easily transfer to the unrestricted roads close by.

### **Financial Implications**

There are no direct financial implications associated with the recommendations to this report. If works are subsequently required and agreed, suitable funding can be identified within the existing 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 agrees with the financial implications set out above.

### **Legal**

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

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

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

### **Corporate Property and Construction**

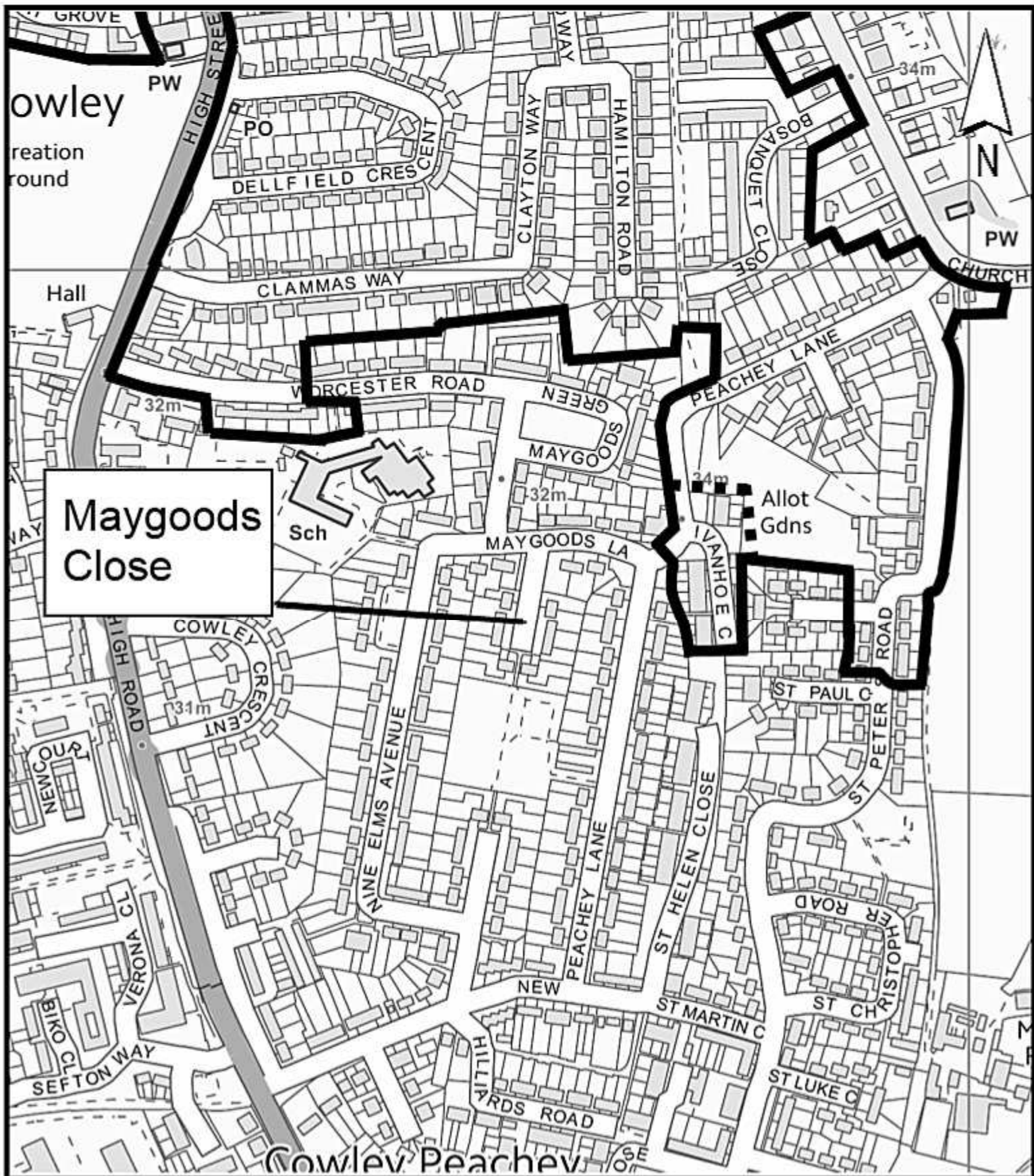
None at this stage.

### **Relevant Service Groups**

None at this stage.

## **6. BACKGROUND PAPERS**

NIL.



## Maygoods Lane, Cowley - Area plan

Appendix A

Date June 2017  
Scale 1:4,000



Nearby extent of the Cowley Parking Management Scheme



Internal zone boundary

This page is intentionally left blank



# Agenda Item 7

## PETITION TO EXTEND THE PERMIT OPERATIONAL TIMES IN PART OF HEWENS ROAD, HAYES

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

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition requesting an extension to the operational hours of eight parking bays between Nos. 2 and 20 Hewens Road.
<b>Contribution to our plans and strategies</b>	The request can be considered in relation to the Council's strategy for on-street parking controls.
<b>Financial Cost</b>	There are none associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services
<b>Ward(s) affected</b>	Charville & Hillingdon East

### 2. RECOMMENDATIONS

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

- 1) considers the request to extend the hours of the Parking Management Scheme in part of Hewens Road.**
- 2) subject to discussion with petitioners and Local Ward Councillors, decides if the request for extended operational times should be added to the Council's future parking scheme programme for informal consultation with all residents of Hewens Road 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**

The Cabinet Member could decide to only consult with residents in part of Hewens Road.

PART I - MEMBERS, PUBLIC AND PRESS

## Policy Overview Committee comments

None at this stage.

### **3. INFORMATION**

#### **Supporting Information**

1. A petition with 22 signatures has been submitted to the Council under the following heading: *"This petition is to extend the operational times on 8 bays only from number 2 to 20 Hewens Road only, from present operational times, Monday to Friday 8-10am & 2.30-4.30pm to proposed operational times Monday to Friday 8am-8pm and Saturday 8am-1pm. This petition is signed by the residents 2-20 Hewens Road, Hayes UB4 8JR"*.

2. In a covering letter, the lead petitioner states: *"On Monday 20<sup>th</sup> March 2017, a permit management scheme was introduced to prevent all day non-residents parking (operational times Mon-Fri 8-10am and 2.30-4.30pm).*

*"This scheme has had some effect on non-residents parking but the residents from number 2 to 20 Hewens Road are still having non-residents parking problems during the rest of the day. These residents are at the front end of the road before the school and are experiencing non-residents parking from Uxbridge Road residents and pub (Carpenters Arms) customers.*

*"There are 8 parking bays in total from number 2 to 20 Hewens Road which are sufficient for residents only (or visitors) but we are still experiencing high volume of parking by non-residents"*.

3. As the petition alludes, the existing Parking Management Scheme was implemented in March 2017. This was as a direct result of a petition received from residents concerning obstructive parking, which they associated with the school and from representations made by Transport for London (TfL), the bus operating company and colleagues in the Metropolitan Police Service. A plan of the existing scheme is attached as Appendix A of this report.

4. The times under which the exiting parking scheme operates were agreed with the Local Ward Councillors and the scheme was designed to address the particular problem of non-residential parking associated with the school and college. As the Cabinet Member will recall, Hewens Road was heavily congested at school pick-up and drop-off times. On several occasions, the bus service was reported as being delayed and colleagues in the Metropolitan Police Service attended the area to deal with traffic issues.

5. However, from the petition it would appear that the residents who live in the section of Hewens Road closest to local businesses and the Carpenters Arms public house also have a particular issue with non-residential parking outside of the current restricted hours. As the Cabinet Member is aware, if a small number of bays in Hewens Road are considered for a possible extension to the times the scheme operates, a likely consequence will simply be a transfer of parking further up the road. Within a Parking Management Scheme, it is generally accepted that the operational times of the parking places and waiting restrictions are consistent where practical. Variations on the times that some bays operate within a Parking Management Scheme can be confusing to drivers who are generally not expecting any restrictions, other than double yellow lines, to apply outside the control times of the zone.

6. It is therefore recommended that the Cabinet Member discusses with petitioners their concerns and, if considered appropriate, asks officers to add this request to the future parking scheme programme for a further informal consultation. It is suggested that officers liaise with the Local Ward Councillors and seek their views on what properties in Hewens Road should be included in a possible further informal consultation and report back to the Cabinet Member.

### **Financial Implications**

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

## **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**

The Council has previously undertaken a formal consultation on the existing Parking Management Scheme.

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

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

### **Legal**

There are no special legal implications for the proposal to discuss with petitioners their request for an extension to the operational hours of eight parking bays between Nos. 2 and 20 Hewens Road which amounts to an informal consultation. A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage. Fairness and natural justice requires that there must be no predetermination of a decision in advance of any wider non-statutory consultation.

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

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

**Corporate Property and Construction**

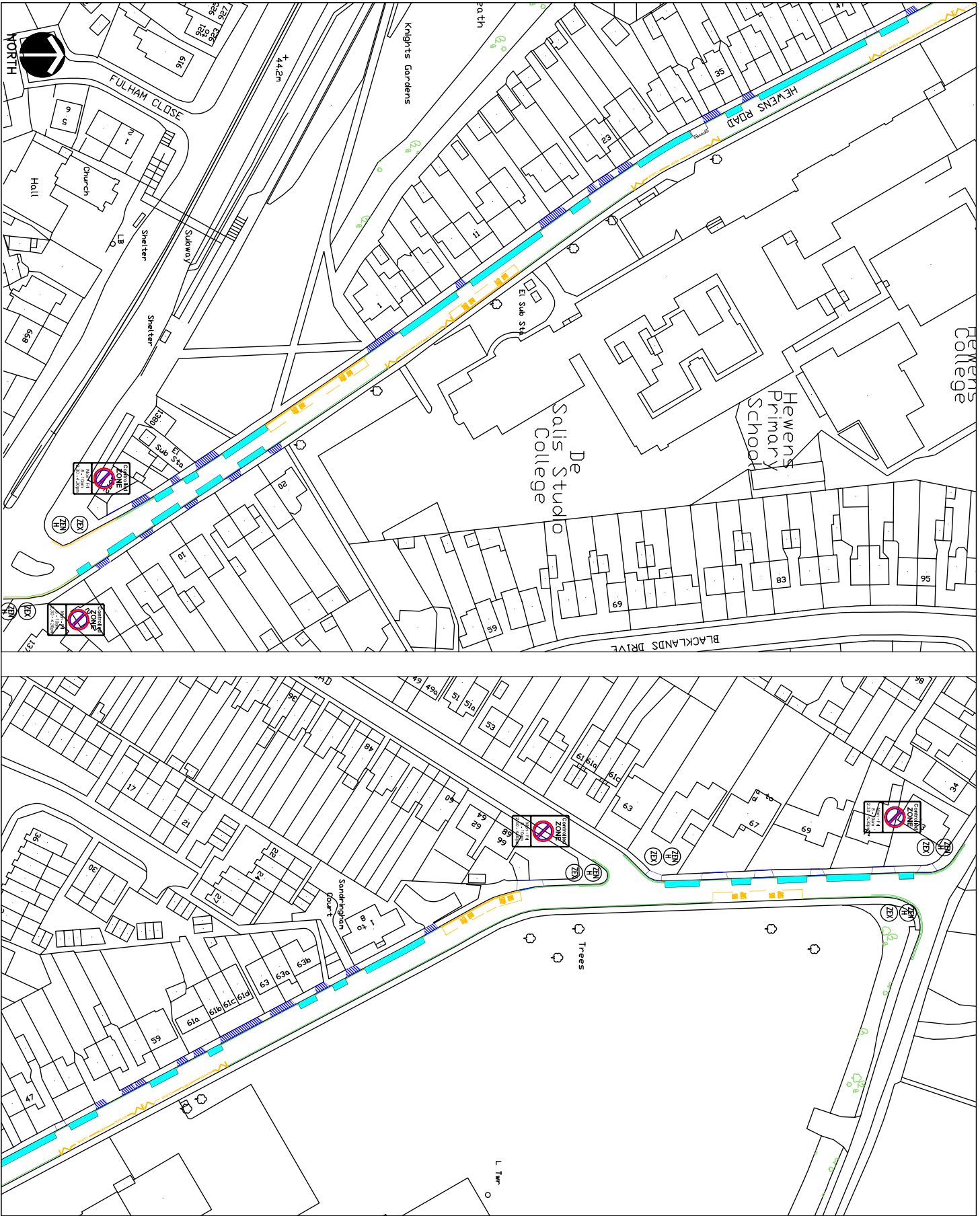
None at this stage.

**Relevant Service Groups**

None at this stage.

**6. BACKGROUND PAPERS**

NIL.



**KEY**

- EXISTING YELLOW LINE
- EXISTING DOUBLE YELLOW LINE
- PROPOSED YELLOW LINE
- PROPOSED DOUBLE YELLOW LINE
- EXISTING CROSSOVER
- PROPOSED PARKING BAY
- ZONE ENTRY SIGN
- ZONE EXIT SIGN

PARKING PLACES ARE DISTANCE 10m FROM CURBERS UNLESS OTHERWISE STATED  
 PARKING BAYS ARE 2m WIDE UNLESS NOTED

This map is based upon Ordnance Survey data and is not a substitute for a professional survey on behalf of the Controller of Her Majesty's Stationery Office. Crown copyright. All rights reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage or retrieval system, without the prior written permission of the Controller of Her Majesty's Stationery Office.  
 London Borough of Hillingdon 100019283 ©2014

**HILLINGDON**  
 TRANSPORT & PROJECTS  
 RESURFACING SERVICES DIRECTORATE  
 Hillingdon Road, Hillingdon, Uxbridge, Middlesex, U.K.  
 Tel: No. 01895 27092/01895 220676

**Hewens Road**

**Description**  
 Proposed Residents' Parking Scheme in Hewens Road, Uxbridge

**Operational Times :-**  
 Mon to Fri 8-10am & 2.30-4.30pm

**Scale**  
 NTS

**Drawn**  
 [Signature]

**Date**  
 May 2016

This page is intentionally left blank