



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

Date: WEDNESDAY 8
NOVEMBER 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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Contact: Anisha Teji
Tel: 01895 277655
Email: ateji@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

Useful information for residents and visitors

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Agenda

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.

CHAIRMAN'S ANNOUNCEMENTS

- 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	Request For A 20mph Speed Limit With No Loss To Roadway Parking in Catlins Lane and Chamberlain Way, Pinner	Northwood Hills	1 - 8
5	7pm	Petition Requesting A Parking Management Scheme In St David Close, Cowley	Brunel	9 - 14
6	7.30pm	Pinewood Avenue, Uxbridge - Petition Requesting Inclusion Into The Hillingdon Hospital Parking Management Scheme	Yiewsley	15 - 20
7	8pm	Sussex Road, Ickenham - Petition Opposing The Introduction Of A Residents' Permit Parking Scheme	Ickenham	21 - 26

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CATLINS LANE AND CHAMBERLAIN WAY, PINNER - PETITION REQUESTING A 20MPH SPEED LIMIT WITH NO LOSS OF ROADWAY PARKING

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition from residents of the area around Catlins Lane and Chamberlain Way, requesting a 20mph speed limit.
Contribution to our plans and strategies	The request can be considered in relation to the Council's strategy for road safety.
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	Northwood Hills

2. RECOMMENDATION

That the Cabinet Member for Planning, Transportation and Recycling:

1. Meets and discusses with petitioners their request for a 20mph speed limit in Catlins Lane and Chamberlain Way, Pinner;
2. Notes the detailed information provided with the petition;
3. Subject to the outcome of the above, asks officers to undertake traffic surveys, at locations agreed by the petitioners and local ward councillors and then report back to the Cabinet member; and
4. Notes the latest available Police recorded personal injury data for Catlins Lane.

Reasons for recommendation

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 of 332 signatures has been submitted to the Council from residents asking for the introduction of a 20mph speed limit, with the proviso that there is no loss of roadside parking. The joint petition is in two parts; the first part mainly focuses on Chamberlain Way, and the second part is concerned with Catlins Lane.

2. In an accompanying letter submitted with the petition, the lead petitioner states the following:

"322 Residents of Catlins Lane, Chamberlain Way and roads leading off, present the attached petitions and supporting documents to the London Borough of Hillingdon for the immediate implementation of a 20 MPH speed limit in Catlins Lane and Chamberlain Way. With no loss of roadside parking.

The Petitions are supported with the signatures of well over 300 residents who, without exception, expressed deep concern and in some cases anger, that the current highly dangerous traffic situation brought about by the traffic calming measures and 20 MPH speed limit in Cuckoo Hill has been allowed to develop. Which if not quickly addressed will result in further accidents, damage to vehicles, injuries and fatalities.

The need for urgent action has already been established in the Speed Survey of 2016. Thus, there is no need for a further survey, which will only cost residents more money, use up valuable Council resources and delay action which could lead to the serious outcome everyone fears.

The 322 Resident Signatories to the Petitions request the London Borough of Hillingdon give urgent consideration to these Petitions and the supporting justifications and act with due haste to remedy this dangerous situation."

3. In addition to the petition, the lead petitioner has helpfully submitted considerable supporting evidence which the Cabinet Member has had an opportunity to read, but is too detailed to be included in its entirety to this report.

4. Chamberlain Way is a mainly residential road, that is a mixture of detached properties and modern town houses that benefit from off-street parking, in addition to blocks of maisonettes with little or no off-street parking facilities. Clovelly Close, Baycroft Close and Raising Hill are again mostly residential roads that are all accessed from Chamberlain Way. A plan of the area is attached as Appendix A.

5. In a covering letter attached to this aspect of the petition titled *"Overview of Vehicular Traffic using Chamberlain Way: Petition produced with the co-operation of 154 of these residents for a 20mph speed limit with no loss of parking in Chamberlain Way"*, the lead petitioner suggests that the main vehicular traffic generated in Chamberlain Way is associated with residents, driving school vehicles, Harlyn School parents, residential and delivery traffic passing between Tolcarne Drive, Harlyn Drive, Raisins Hill, Baycroft Close and Clovelly Close. They go on to say *"In addition to the traffic described above, a substantial amount of traffic, particularly commercial vehicles are using Chamberlain Way and Catlins Lane as a "Rat Run" avoiding the traffic calming "humps" and 20 MPH speed restriction in Cuckoo Hill and Eastcote High Road.*

A number of counts taken recently have shown that up to three out of four vehicles using Chamberlain Way are using this route in preference to Cuckoo Hill. This is hardly surprising given that the distances using either route are identical; one has nine humps and 20 MPH restriction the other has a 30 MPH limit and no restrictions."

6. In summary, the lead petitioner states *"In presenting this petition, the 154 signatories urge the Council to implement 20 MPH speed limit in Chamberlain Way, and traffic calming "Humps" the same as are in Tolcarne Drive which cause no loss of parking space, to make Chamberlain Way and side roads, safer, quieter places to live"*.
7. The second part of the petition mainly refers to Catlins Lane. Again the lead petitioner helpfully provides detailed information to support the petition and says *"Over the past few years, residents of Catlins Lane and its side roads have observed and been affected by increasing numbers of speeding vehicles. Several accidents have occurred that we know about and there will be others that we don't know about. Thankfully, as far as we know, although damage has occurred to vehicles, nobody has yet been seriously hurt. We are concerned that one day someone will be either killed or seriously injured."*
8. Analysis of the latest Police recorded personal injury data, for the three year period ending December 2016, has indicated that there have been no recorded incidents on Catlins Lane itself. However, this collision data does not include damage only crashes where quite often these are resolved by the affected parties through their motor insurance.
9. Also included with the main petition, the lead petitioner mentions several other factors which they believe should be taken into consideration by the Council. These include the rural character of the road, the horizontal and vertical deflection of the road, rat running, a list of collisions, Hillingdon's previous speed and traffic surveys, surveys undertaken by a resident of Catlins Lane, pedestrian safety, learner drivers, Harlyn School, additional comments made by residents, mobility scooters, police involvement and noise.
10. The petition goes on to suggest the solution as *"The 20mph speed limit, with road humps, in Cuckoo Hill is very effective at reducing speeds, which previously were excessive. We believe that a 20mph speed limit plus physical traffic calming measures in Catlins Lane and Chamberlain Way would be effective at reducing speeds and preventing a serious accident here that we believe to be inevitable in the current situation.*

We draw attention to the condition in the petition what there should be no loss of parking or any road restrictions"

11. In the petition, reference is made to a previous traffic and speed survey undertaken in Catlins Lane in June 2016, and that further surveys would be *"a total waste of Council resources and ratepayer money. In addition adding a lengthy delay to the implementation of these proposals."* The Cabinet Member may be of the view that this statement is counter-intuitive as it is the evidence provided by the impartial and independent 24/7 traffic surveys that underpin the case for any scheme which may be competing with other sites where residents, living nearby are seeking road safety improvements.
12. Attached below is the table showing the results of the survey undertaken at three locations in Catlins Lane showing the 85th percentile was between 31mph and 35 mph.

Location	85% MPH	Total vehicle	25-30 mph	30-35 mph	35 -40 mph	40 - 45 mph	45 - 50 mph	50 - 55 mph	55 - 60 mph	60 -100 mph
LC4 - OS No 94 - Northbound	31	7,856	2,566	1,197	335	75	15	4	2	0
LC4 - OS No 94 - Southbound	31	7,827	2,430	1,241	270	31	7	3	0	0
LC 8 South of Wrenwood Way - Northbound	34	7,741	3,039	1,953	624	148	26	13	1	1
LC 8 South of Wrenwood Way - Southbound	35	7,638	2,548	2,113	895	243	70	10	3	3
LC 15 North of Rushmoor Close - Northbound	30	8,021	2,951	890	118	15	4	0	0	0
LC 15 North of Rushmoor Close - Southbound	30	7,961	2,997	1,165	221	32	4	0	0	0

13. As the Cabinet Member will be aware, the 85th percentile is the speed at or below 85% of all vehicles are observed to travel. This is a nationally recognised method of assessing traffic speeds as it effectively refers to the majority of traffic movements.
14. These surveys were undertaken by an independent specialist third-party company, the results therefore being not only accurate and comprehensive but totally impartial. The survey data was captured using Automatic Traffic Counters (ATCs) which, as the Cabinet Member will know, are pairs of rubber tubes laid across the carriageway and attached to a road-side data recorder. These types of surveys are the most reliable means of measuring traffic volumes, types and speeds over a 24-hour, seven day a week basis so any particular patters during different times of the day or week.
15. Although some surveys have been undertaken in Catlins Lane, the Cabinet Member may be minded to commission further surveys in the area. This would help to determine whether speeding is an issue on Chamberlain Way and also could support the suggestion made by residents that Chamberlain Way and Catlins Lane are being used as a "rat-run" to avoid the traffic calming measures on Cuckoo Hill.

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 will be funded through the

Parking Revenue Account. If works are subsequently required, suitable funding will 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 concurs with the financial implications outlined above.

Legal

There are no special legal implications for the proposal to informally consult residents on parking restrictions. Informally consulting residents 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.

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's recommendations. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

If the decision maker recommends officers undertake a statutory consultation, the procedures that should be followed in this case are set out in the Road Traffic Regulation Act 1984 and The Local Authorities Traffic Orders (Procedures) (England and Wales) Regulations 1996 (SI 1996/2489).

If specific advice is required, Legal Services should be instructed.

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

Petition received.

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PETITION REQUESTING A PARKING MANAGEMENT SCHEME IN ST DAVID CLOSE, COWLEY

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition requesting the introduction of a Parking Management Scheme to be introduced in St David Close, Cowley.
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. RECOMMENDATION

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

- 1. Listens to their request for the introduction of a Parking Management Scheme in St David Close, Cowley;**
- 2. Notes that the creation of a formalised parking scheme will result in an overall reduction of parking capacity, in comparison with the present unregulated situation; and,**
- 3. Subject to further discussion with petitioners, asks officers to investigate further the request for a Parking Management Scheme in St David Close and to report back to the Cabinet Member and Local Ward Councillors on the feasibility of a scheme.**

Reasons for recommendation

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

Alternative options considered / risk management

These will be discussed with petitioners.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 11 signatures has been submitted to the Council requesting the introduction of a Parking Management Scheme in St David Close, to address issues with inconsiderate parking. Although the petition has less than 20 signatures, it has the support of at least one of the local Ward Councillors who has requested that it be formally considered by the Cabinet Member.
2. The location of St David Close is indicated on Appendix A of this report, also shown on the same plan is the current extent of the Cowley Parking Management Scheme. As this road is on the periphery of an existing scheme, it forms an attractive area for non-residents to park.
3. The signatures in this petition represent a total of six properties within St David Close and one nearby property on St Peter's Road. In total, there are 26 properties within St David Close consisting of a mixture of semi-detached properties and maisonettes.
4. The Cabinet Member will be aware that, previously, residents in this area were consulted to see if they would like to consider being included in a possible extension to the Cowley Parking Management Scheme. However, proposals to introduce parking restrictions in St David Close were subsequently deferred due to the evident lack of support indicated by residents, shortly before the Council was due to install the scheme.
5. The main reasons why a scheme was not acceptable to residents previously was due to the fact the scheme would not provide sufficient parking space. From this petition it would appear that some of the residents of St David Close now feel the parking situation has deteriorated where they feel a Parking Management Scheme would now be of benefit. The lead petitioner has requested that if a scheme is considered in the road, the current arrangement of partial footway parking is maintained to maximise the number of parking spaces that can be provided. It should be advised to petitioners that the formalising of any parking will inevitably result in the overall loss of amount of parking that residents may currently utilise.
6. Therefore, it is recommended that the Cabinet Member discusses with petitioners in detail 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 reconsider proposals for a parking scheme in St David Close. As is common practice, investigations could be combined along with any other nearby roads that the local Ward Councillors feel may 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 St David Close, Cowley, or any other of the surrounding roads, funding would need to be identified from a suitable source.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

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

Consultation Carried Out or Required

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

5. CORPORATE IMPLICATIONS

Corporate Finance

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

Legal

The report suggests that the Cabinet Member meet with residents in order to discuss their concerns with regard to the petition submitted.

There are no special legal implications for the proposal to discuss with petitioners their petition requesting the introduction of a Parking Management Scheme to be introduced at St David Close, Cowley 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.

If further advice is required, please feel free to contact legal services.

Corporate Property and Construction

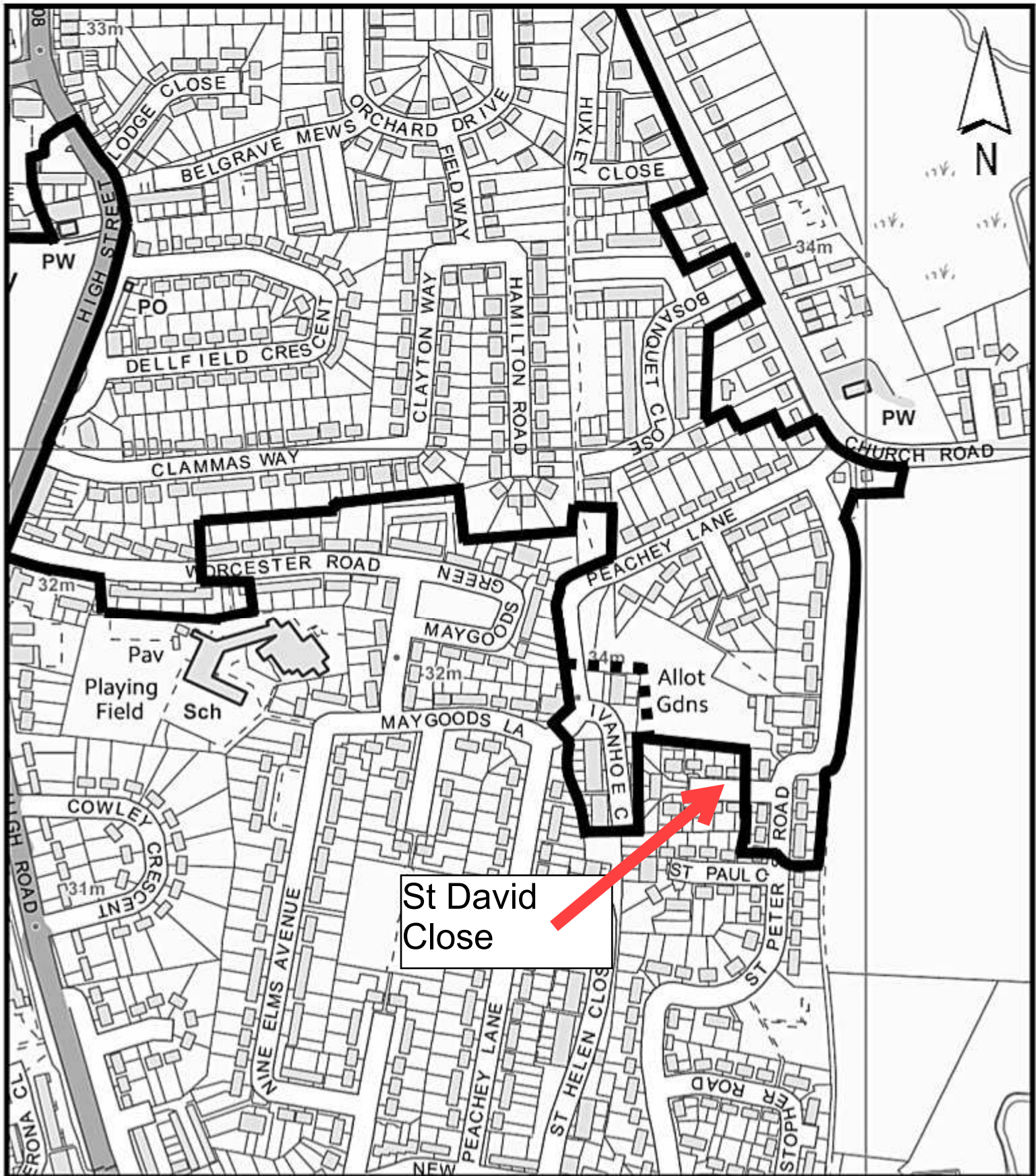
None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received - 3 August 2017



St David Close, Cowley - Location plan

Appendix A

Date September 2017

Scale 1:4,000



Extent of the Cowley Parking Management Scheme Zone HH



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PINEWOOD AVENUE, UXBRIDGE - PETITION REQUESTING INCLUSION INTO THE HILLINGDON HOSPITAL PARKING MANAGEMENT SCHEME

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition from residents of Pinewood Avenue, Uxbridge, effectively asking for the road to be included in an extension to the Hillingdon Hospital Parking Management Scheme.
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 for Planning, Transportation and Recycling:

- 1. Discusses with petitioners their concerns with parking in Pinewood Avenue, Uxbridge;**
- 2. Notes the results of the previous consultations with residents of the area on a possible extension to the Hillingdon Hospital Parking Management Scheme; and**
- 3. Subject to the outcome of the above, asks officers to add the request to the Council's extensive parking programme for consultation, to provide residents with another opportunity to consider being included in an extension to the Hillingdon Hospital Parking Management Scheme.**

Reasons for recommendation

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

Alternative options considered / risk management

None at this stage.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 21 signatures has been submitted to the Council from residents of Pinewood Avenue, Uxbridge with the following heading:

"Residents are protesting against NO resident parking on Pinewood Avenue, Hillingdon when it has been approved on Beechwood and Ashwood. Hospital workers are making it very difficult to park outside our own homes at the present time and this is before you make the changes, making it impossible to park. Would you please inform us as to why Pinewood Avenue has not been included in the new scheme".

2. Pinewood Avenue is a residential road situated south of Hillingdon Hospital and consists of approximately 70 properties. A location plan which also shows the nearby extent of the Hillingdon Hospital Parking Management Scheme is attached to this report as Appendix A.
3. Previously, residents in this area were consulted to see if they would like to consider being included in a possible extension to the Hillingdon Hospital Parking Management Scheme. However, proposals to introduce parking restrictions in Pinewood Avenue were never progressed due to the evident lack of support indicated by those who responded to the Council's consultations. However, an extension to the scheme was recently introduced in the adjoining roads Ashwood Avenue and Beechwood Avenue, where there was support for a scheme from local residents.
4. 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 Hillingdon Hospital Parking Management Scheme has recently expanded, residents on nearby roads may have unfortunately witnessed the transfer of parking and have therefore petitioned the Council.
5. It is therefore recommended that the Cabinet Member discusses with petitioners their concerns and, if it is considered appropriate, adds 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.

PART I - MEMBERS, PUBLIC AND PRESS

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

The report suggests that the Cabinet Member meet with residents in order to discuss their concerns with regard to the petition submitted.

There are no special legal implications for the proposal to discuss with petitioners their petition requesting for Pinewood Avenue to be included in an extension to the Hillingdon Hospital Parking Management Scheme, 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.

If further advice is required, please feel free to contact legal services.

Corporate Property and Construction

None at this stage.

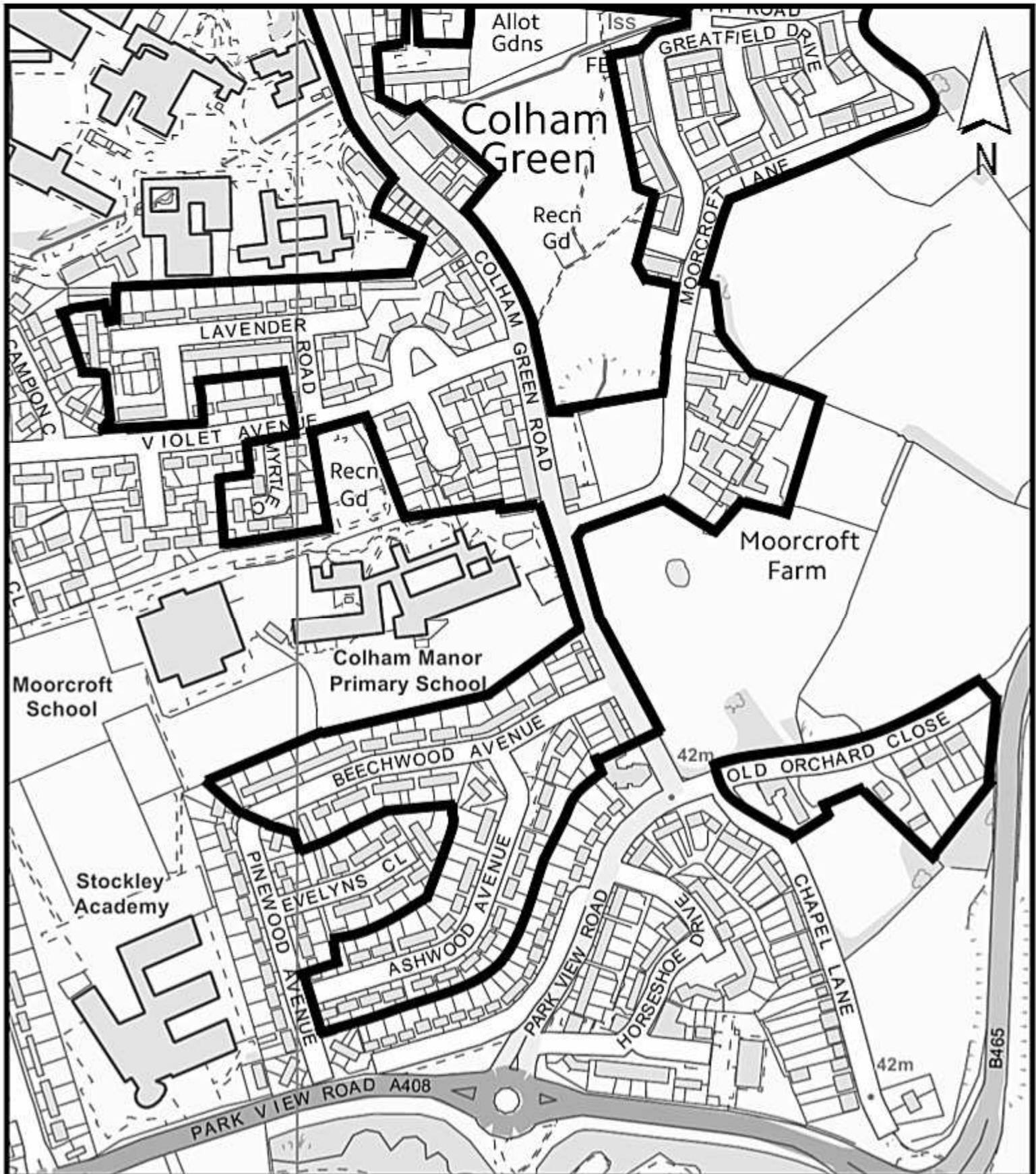
Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received - 3 August 2017

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Pinewood Avenue, Uxbridge - Location plan

Appendix A

Date September 2017

Scale 1:4,000



Extent of the Hillingdon Hospital Parking Management Scheme Zone HH

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SUSSEX ROAD, ICKENHAM - PETITION OPPOSING THE INTRODUCTION OF A RESIDENTS' PERMIT PARKING SCHEME

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition relating to the introduction of a Parking Management Scheme in Sussex Road, Ickenham. This petition is broadly opposed to the introduction of the scheme.
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	Ickenham

2. RECOMMENDATION

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

- 1. Discusses with petitioners their concerns relating to parking in Sussex Road, Ickenham;**
- 2. Notes the comments made by petitioners who broadly oppose the introduction of the Parking Management Scheme in Sussex Road, Ickenham;**
- 3. Notes that a separate petition has been submitted by residents in support of the introduction of parking restrictions, which was considered at the previous petition meeting;**
- 4. Notes the decision of the previous petition hearing and the subsequent consultation conducted with residents of Sussex Road; and**

5. **Discusses both petitions with Ward Councillors and Council officers, and decides if a Parking Management Scheme should be implemented in Sussex Road or deferred at the present time.**

Reasons for recommendation

The petition hearing will provide a valuable opportunity to hear directly from petitioners and listen to 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. Two petitions have been received from residents of part of Sussex Road, Ickenham, relating to the introduction of an extension to the Ickenham Parking Management Scheme. One petition is in support of the scheme whilst the other is broadly opposing the scheme.
2. The petition which is the subject of this report has 51 signatures and has been organised opposing the introduction of the scheme. The petition has been submitted to the Council with the following request *"Regarding the proposed residents parking in Sussex Road. This is a request for an exemption in the 'cul-de-sac' end of Sussex Road (from where it turns into Burnham Avenue / Tavistock Road up to the field / dead-end end of the road)."*
3. An extension to the Ickenham Parking Management Scheme in Austin's Lane, Sussex Road and Tavistock Road, become operational from 9 October 2017. In light of this petition, the Council decided to put the scheme on hold in the section of Sussex Road where this petition originated, so that these residents concerns could be considered before the signs and road markings for the scheme were applied.
4. In total, there are 59 properties along this section of Sussex Road and this petition has signatures from 32 different households. It would appear that 13 households have signed this petition as well as the petition supporting the introduction of the scheme.
5. Clearly from the recent petitions received, parking in this part of Sussex Road continues to be a highly contentious and on-going concern. It is therefore recommended that the Cabinet Member meets and listens to petitioners both for and against a Parking Management Scheme, and seeks the input and guidance of the local Ward Councillors before deciding on how officers should proceed.

Financial Implications

There are no financial implications associated with the recommendations to this report.

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

The report suggests that the Cabinet Member meet with residents in order to discuss their concerns with regard to the petition submitted.

There are no special legal implications for the proposal to discuss with petitioners their petition broadly opposing the introduction of a Parking Management Scheme in Sussex Road, Ickenham, 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.

If further advice is required, please feel free to contact legal services.

Corporate Property and Construction

None at this stage

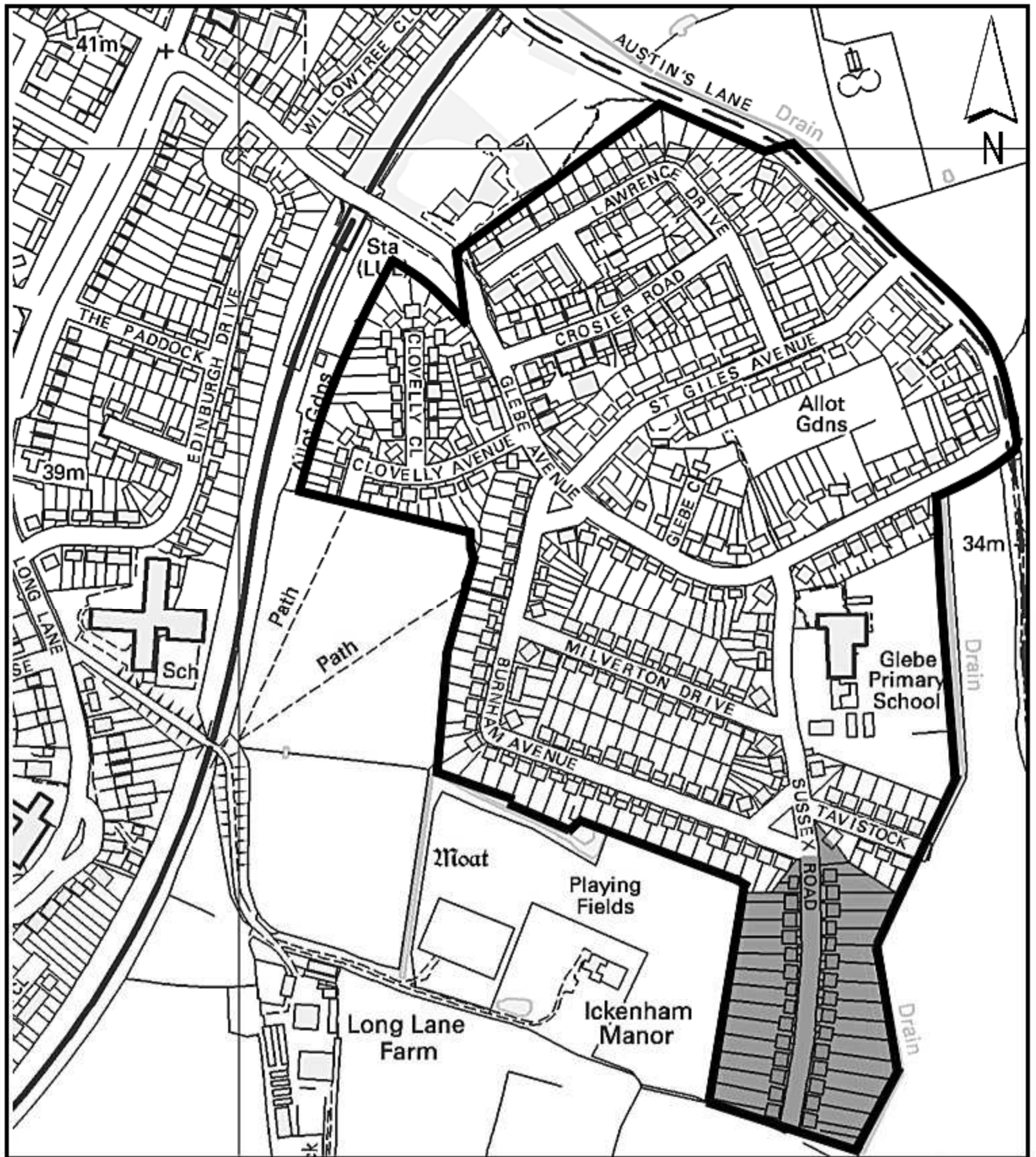
Relevant Service Groups

None at this stage

6. BACKGROUND PAPERS

Petition received - 22 August 2017

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Extension to the Ickenham Parking Management Scheme Zone IC2 - Sussex Road petitions


Appendix A

Date September 2017

Scale 1:4,500



 Extent of the Ickenham Parking Management Scheme Zone IC2

 Section of Sussex Road south of the junction of Burnham Avenue

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