



HILLINGDON  
LONDON



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

**Date:** WEDNESDAY, 14  
FEBRUARY 2018

**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, 6 February 2018

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)

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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.

	<b>Start Time</b>	<b>Title of Report</b>	<b>Ward</b>	<b>Page</b>
<b>4</b>	7pm	Petition 'Lack Of Consultation About The Shared Footpath Between Cyclists And Pedestrians On The West End Road'	South Ruislip	1 - 6
<b>5</b>	7pm	Petition Requesting A Residents Permit Parking Scheme In St Peters Way And St Pauls Close, Harlington	Heathrow Villages	7 - 12
<b>6</b>	7.30pm	Petition Requesting A Residents Only Parking Management Scheme In Wood End Green Road, Hayes	Botwell; Townfield	13 - 18
<b>7</b>	8pm	Petition Requesting A Residents Only Parking Management Scheme In Harlington Road, Hillingdon	Brunel	19 - 24
<b>8</b>	8pm	Petition Requesting To Amend The "No Return Within One Hour" To "No Return Within Six Hours" On The Stop And Shop Parking Scheme At Manor Parade, Hillingdon Hill, Hillingdon	Uxbridge North	25 - 30
<b>9</b>	8.30pm	Cedars Drive, Attle Close, Mills Close And Bishops Close, Hillingdon - Petition From Residents Requesting A Parking Management Scheme	Uxbridge North	31 - 36

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## PETITION 'LACK OF CONSULTATION ABOUT THE SHARED FOOTPATH BETWEEN CYCLISTS AND PEDESTRIANS ON THE WEST END RD'

<b>Cabinet Member(s)</b>	Councillor Keith Burrows
<b>Cabinet Portfolio(s)</b>	Planning, Transportation and Recycling
<b>Officer Contact(s)</b>	Alan Tilly, Residents Services
<b>Papers with report</b>	Appendix A – Location Map West End Road

### HEADLINES

<b>Summary</b>	To advise the Cabinet Member of the petition expressing concern about the lack of consultation before the creation of a pedestrian and cyclists shared use footpath along West End Road, Ruislip.
<b>Putting our Residents First</b>	This report supports the following Council objectives of: <i>Our People; Our Natural Environment; Our Built Environment; Our Heritage and Civic Pride; Strong financial management. The Hillingdon Local Plan: Part One – Strategic Policies 2012; London Borough of Hillingdon LIP Delivery Plan 2013/14 to 2016/17; Hillingdon's Sustainable Community Strategy 2011.</i>
<b>Financial Cost</b>	There are no financial implications of this report at this stage.
<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services
<b>Relevant Ward(s)</b>	South Ruislip

### RECOMMENDATIONS

**That the Cabinet Member for Planning, Transportation and Recycling:**

- 1. meets with and listens to the petitioners' concerns;**
- 2. notes that the shared cycle/ footway arose as a direct consequence of a previous petition from local residents, asking specifically for such provision;**
- 3. notes that prior to the development of the proposals, it had been established that there was a significant history of accidents between pedal cyclists and other road users in this section of West End Road;**
- 4. notes that the path surface and drainage have improved significantly as a consequence of the measures;**

5. notes that of the petitioners supporting the present petition, a clear majority (82%) do not live on West End Road but in adjacent roads; and
6. subject to the above, asks officers to consider the petitioners' concerns, and if deemed appropriate to undertake further investigation and report back to him.

### **Reasons for recommendations**

To give the Cabinet Member the opportunity to discuss in detail the petitioners' concerns and aspirations.

To investigate in further detail the potential to address the petitioners' concerns.

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

Options will be discussed with the petitioners.

### **Democratic compliance / previous authority**

Detail here any previous delegated authority granted by Cabinet for this decision (if applicable). This would only usually apply if Cabinet at a previous meeting delegated authority to Cabinet Members to make the decision outlined in the recommendation. Democratic Services can advise further if required and may add other text to this section if special authority is being used to take this decision.

### **Policy Overview Committee comments**

None at this stage.

## **SUPPORTING INFORMATION**

1. A petition with 127 valid signatures has been received by the Council from residents who live in the vicinity of the new pedestrian and cyclist shared use footway along West End Road, South Ruislip. Petitioners are raising objection to the shared use footway itself and not being consulted before it was implemented. The petition is worded as follows:

*"We were not consulted about sharing the footpath with cyclist on the West End Road and are completely against it".*

2. The Cabinet Member may recall hearing a previous petition which sought the creation of dedicated cycle routes in West End Road and Victoria Road. At that time, the lead petitioner appeared before the Cabinet Member and their testimony included statements that:

- There was insufficient space on West End Road for cyclists to use the road safely and allow for traffic to pass by on either side of the road;
- The petitioner had spoken to school children and their parents and they had confirmed that more people would cycle if there were better local provision;

- Motorists tended not to provide cyclists with sufficient room on the busiest roads and this posed a danger to them and a general road safety concern given the increased probability of accidents;
  - It was suggested that local cycle paths should be linked from West End Road to the A40.
3. In the report which accompanied that petition, the Cabinet Member heard that in the preceding three years, there had been a total of 53 personal injury accidents in West End Road, of which four involved pedal cyclists. All pedal cycle accidents resulted in slight injuries, but equally significantly, all involved collisions with cars. With the support of the local Ward Members at the time, the Cabinet Member had instructed officers to progress with a study to develop proposals to introduce appropriate measures to benefit cyclists who wished to use West End.
4. Using the Council's allocation of Transport for London's Local Implementation Plan budget for 2016/17 the footway on the western side of West End Road between the Polish War Memorial roundabout and Station Approach was upgraded to become a shared use path for pedestrians and cyclists. Works included widening the footway to provide ample room for pedestrians and cyclists to pass, new tactile paving and dropped kerbs wherever the shared use footway crosses driveways together with the appropriate shared use footway signing and resurfacing.
5. The shared use path along the western side of West End Road was introduced both in response to the previous petition referred to above and in preparation of Transport for London's (TfL's) aspiration to widen the northbound exit of the A4180/ A40 Polish War Memorial roundabout. Transport for London is the Highway Authority for the Polish War Memorial roundabout located at the southern end of the scheme. The northbound exit widening works that TfL propose will reduce the space available to cyclists using West End Road and this therefore created a need to widen the footway and convert it into shared use.
6. In accordance with normal practice, the Cabinet Member approved the design proposals for the shared use path; Ward Members were consulted and supported the scheme strongly. The measures were developed with the input of London Buses and the Metropolitan Police, and were subjected to a formal (and completely independent) Stage I, II and III Road Safety Audit. Before works started on site, the contractor was instructed to notify the residents living along West End Road when the works would be taking place.
7. The new shared use path was successfully implemented and forms part of the adopted highway which is owned and maintained by the London Borough of Hillingdon (LBH). The Cabinet Member will be aware that with some changes on the Public Highway, formal notices are required in the form of Traffic Regulation Orders under the provisions of the Road Traffic Regulation Act 1994; however these were not explicitly required in this case.
8. The works included replacing an old air quality monitoring station; the opportunity was taken to provide a new station which is much smaller in size and less of an eyesore, thereby significantly improving the public realm.
9. An option was also considered to widen and convert the footway located on the east side of A4180 West End Road into shared use. However, it was found that the widening proposals

would result in losing most of the mature trees. The tree loss was considered unacceptable to Members and so there was no further consideration of this idea.

10. One of the Ward Councillors stressed how delighted they were with the solution of the shared footpath along West End Road. They added that the shared pathway now gives children, particularly from Bourne School, a safe passage for their journey to and from school and suggested that pedestrians can use the other side of the road if they do not like the idea of sharing.

11. The petition has 127 signatures, just 23 of which (18%) of which are from people that actually live along West End Road and therefore could be considered as those most directly affected. The other signatures (82%) are from residents in Masson Avenue, Glebe Avenue, Wingfield Way and Mahlon Avenue. Officers contacted the lead petitioner, who lives in Mahlon Avenue, not West End Road, to discuss the concerns further. He confirmed his wish for the petition to be formally heard by the Cabinet Member.

12. On the basis of the above it is recommended that the Cabinet Member meets with the petitioners and listens to their concerns and any practical suggestions they may have.

### **Financial Implications**

There are no financial implications associated with the recommendations to this report. However if there were costs to arise with a result from further investigations there will be no financial implications to council resources as the costs will be funded from the 2017/18 TfL LIP Programme subject to the Capital Release protocol.

### **RESIDENT BENEFIT & CONSULTATION**

#### **The benefit or impact upon Hillingdon residents, service users and communities?**

The hearing will allow for consideration of petitioners' concerns with the new facilities and possible changes to the design.

#### **Consultation carried out or required**

None at this stage.

### **CORPORATE CONSIDERATIONS**

#### **Corporate Finance**

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

#### **Legal**

There are no special legal implications for the proposal to discuss with petitioners their concerns, which amounts to an informal consultation. A meeting with the petitioners is perfectly legitimate as part of a listening exercise. 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.

Section 122 Road Traffic Regulation Act means that the Council must balance the concerns of objectors with their statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic.

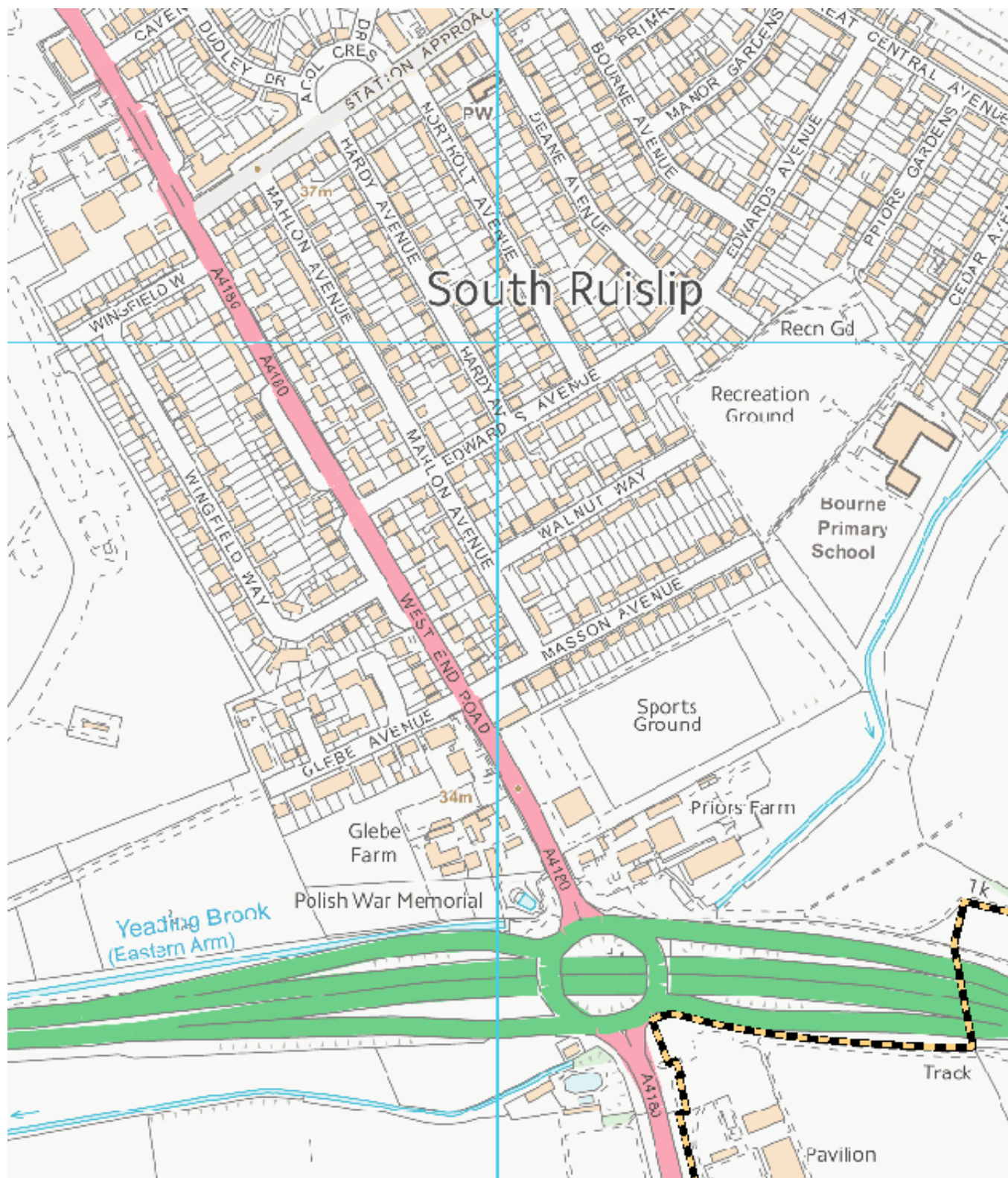
The outcome of any previous consultation should not prejudice the consideration of responses received in relation to the informal consultation or any future consultation.

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.

## **BACKGROUND PAPERS**

Petition.

## Appendix A: Location Map West End Road



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### PART I - MEMBERS, PUBLIC AND PRESS

## PETITION REQUESTING A RESIDENTS' PERMIT PARKING SCHEME IN ST PETERS WAY AND ST PAULS CLOSE, HARLINGTON

<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
<b>Papers with report</b>	Appendix A

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that a petition has been received requesting the introduction of a residents' permit parking scheme in St Peters Way and St Pauls Close, Harlington.
<b>Contribution to our plans and strategies</b>	The request can be considered in relation to the Council's strategy for on-street parking controls.
<b>Financial Cost</b>	There are no financial implications associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services
<b>Ward(s) affected</b>	Heathrow Villages

### 2. RECOMMENDATIONS

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

1. listens to their request for a residents' permit parking scheme to be introduced in St Peters Way and St Pauls Close, Harlington.
2. decides if the request for a permit parking scheme in the above roads should be added to the Council's future parking scheme programme for further investigation and more detailed consultation when resources permit.

#### 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 50 signatures has been submitted to the Council under the following heading: *"We the undersigned residents of Woodforde Court and the street properties on St Pauls Close in Harlington, UB3 5AB agreed that we would like to see some parking controls, such as permit parking installed in the area.*

*"We have been experiencing some anti-social behaviour like dumping of rubbish and indiscriminate peeing by car owners like Addison Lee drivers who are not residents, also we have security concerns as some of them just sit in their cars all day "*

2. Most of the signatures on the petition are from residents of Woodford Court which is a residential development built in the early 1970's. St Peters Way and St Pauls Close are mainly residential roads, although there is also a Health Centre and Church on St Peters Way. Just around the corner from Woodforde Court on High Street, Harlington there are two hand car washes and car repair businesses. A location plan of the area which also shows the current Parking Management Scheme is attached as Appendix A to this report.

3. The Cabinet Member will recall that, in July 2010, the Council undertook an area wide informal consultation with residents on options to manage the parking in their road. At the time, the responses received from residents of St Peters Way and St Pauls Close indicated that they were happy with the current parking arrangements.

4. As other nearby roads that were consulted indicated support for managed parking, experience in other Parking Management Schemes has shown that often there is a transfer of non-residential parking to just outside the new scheme and, as a result, these roads then experience parking problems. As St Pauls Close and St Peters Way were probably going to be some of the last roads in the area that were not going to benefit from a parking scheme, the Council undertook a further informal consultation in January 2011 with residents offering them a further opportunity to consider options on the basis that nearby roads would join the Heathrow Parking Management Scheme. Again, the residents of St Pauls Close and St Peters Way who responded to this second consultation did not support managed parking. Additionally, representatives from the Church said they were completely opposed to any parking restrictions.

5. As a result of the above, and in line with Council policy, it was agreed not to progress a parking scheme in either St Pauls Close or St Peters Way at that time.

6. However, as some time has elapsed since the last consultation, it is recommended that the Cabinet Member discusses with petitioners their concerns and, if considered appropriate, asks officers to add this request to the future parking scheme programme and to carry out a further informal consultation with the residents of St Peters Close and St Pauls Way, in order to

establish the overall level of support for these roads to be included in a possible residents' permit parking scheme.

### **Financial Implications**

There are none associated with the recommendations to this report. However, if the Council were to consider introducing a Parking Management Scheme, then 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**

Before the Council can consider introducing parking controls such as a Parking Management Scheme consultation will need to be carried out.

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

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

### **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**

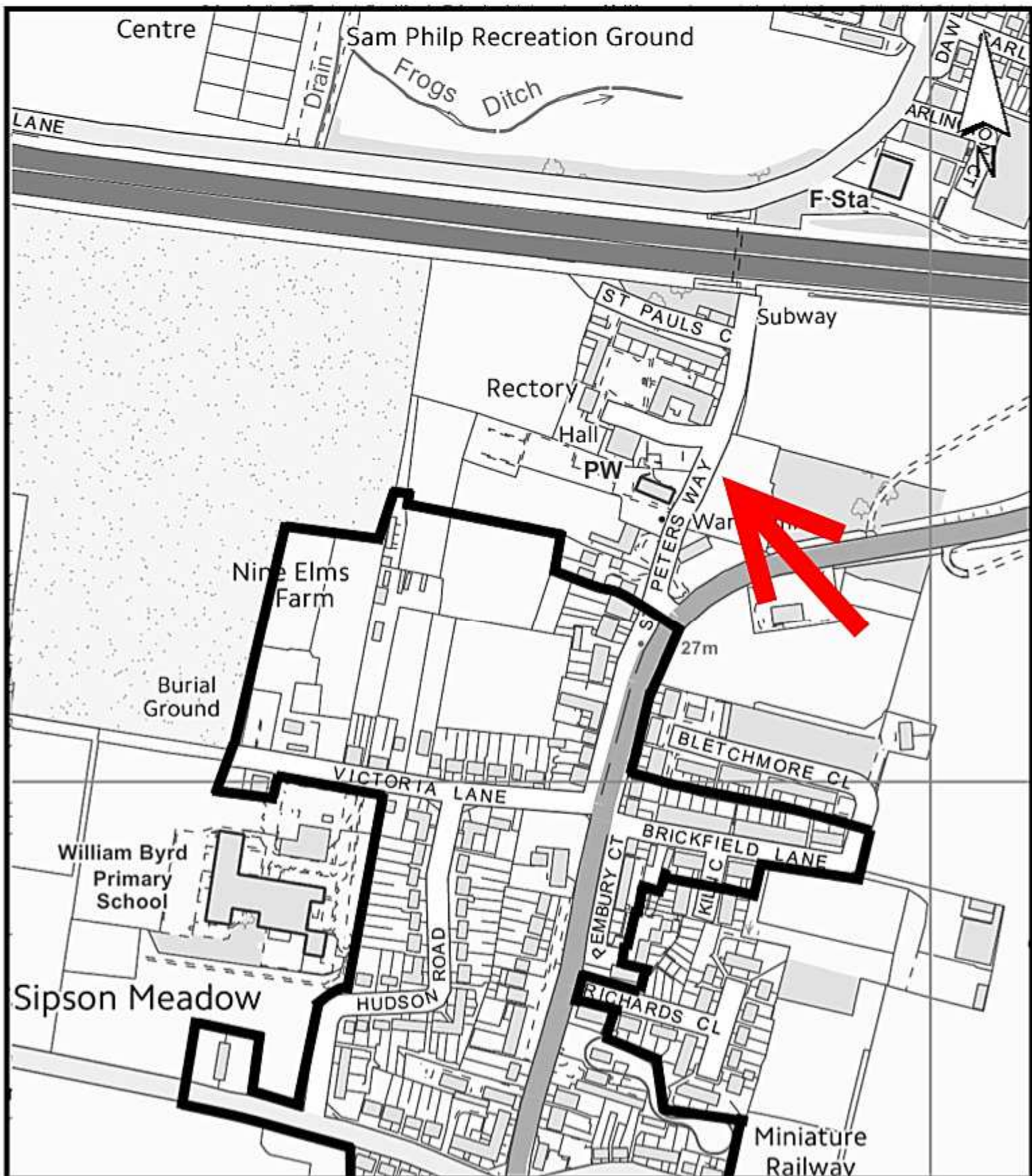
None at this stage.

## **Relevant Service Groups**

None at this stage.

## **6. BACKGROUND PAPERS**

Petition received.



# St Peters Way, Harlington

# Appendix A

Date January 2018

Scale 1:4,000



Nearby extent of the Heathrow Parking Management Scheme Zone H1



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## PETITION REQUESTING A RESIDENTS ONLY PARKING MANAGEMENT SCHEME IN WOOD END GREEN 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
<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 the introduction of a Parking Management Scheme to be installed on Wood End Green Road, Hayes.
<b>Contribution to our plans and strategies</b>	The request can be considered in relation to the Council's strategy for on-street parking controls.
<b>Financial Cost</b>	There are no financial implications associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services.
<b>Ward(s) affected</b>	Botwell and Townfield

### 2. RECOMMENDATIONS

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

- 1. listens to their request for the introduction of a Parking Management Scheme on Wood End Green Road, Hayes.**
- 2. subject to the outcome of the above, asks officers to add the request to the Council's extensive parking programme for further informal consultation on a possible area agreed with ward councillors.**

#### **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 20 signatures has been submitted to the Council from residents of Wood End Green Road. In a covering letter submitted with the petition, the lead petitioner states:

*"We the residents of Wood End Green Road, Hayes are having on-going issues with parents who send their children to Rosedale College/Rosedale Primary School/Rosedale Nursery and Parkside*

*"We are very much distressed and alarmed by the way parents park, with the manner of verbal abuse we constantly get, but also how we are all either being kept as a prisoner within our homes, also not being allowed to park outside our homes due to the lack of cooperation from some parents who abandon their cars in front of our homes. What also makes this issue hard, is for the elderly and disabled but also for our children, this is all due to the lack of respect for the Highway Code. The health and safety of all even parents who send their children to the school as mentioned.*

*"Due to this some parts of the pavement on this road have been damaged due to this neglectful way of use, you also have some parents who block the school entrance and also park on the zig-zag lines right by the school, even in peoples' personal drives and allocated parking spaces for some residents."*

The petition then helpfully goes on to suggest the following:

*"What we would all like is residential parking spaces for us, our friends and family with the hope to live in harmony but unfortunately this is not happening. There is a CCTV camera by the school which shows the horrendous amount of alarming stress we have to deal with. It is also very concerning as even the bus drivers of the school have to deal with this problem on a daily basis due to no school bus bays not even proper disabled driver bays."*

2. Wood End Green Road is a mainly residential road with some local shops, allotments and the educational establishments as mentioned by the petitioners. The location of Wood End Green Road is indicated on Appendix A of this report.

3. The Cabinet Member will be aware that the Council recently installed double yellow lines on the allotment side of the road between the junctions of Rosedale Avenue to outside No. 80 Wood End Green Road as a result of obstructive parking mainly associated with school traffic. Additionally, most of Wood End Green Road benefits from a 20mph zone and traffic calming measures in the form of speed cushions. Also mentioned in the petition is the Council's initiative in enforcing the "School Keep Clear" markings by the use of CCTV cameras.

4. As the Cabinet Member will be aware, officers in the Road Safety and School Travel Team assist schools in developing their School Travel Plans and offer a range of road safety initiatives to help promote more sustainable modes of transport to and from school. At the present time, the Rosedale Hewens Academy Trust is not engaged with the Road Safety and School Travel Team but officers will be contacting the school to offer assistance in developing a robust School Travel Plan aimed at reducing traffic congestion around the school and improving road safety for all.

5. As a result of the above, 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. 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 no direct financial implications associated with the recommendations to this report. However, if the Council was to consider the introduction of parking restrictions in Wood End Green Road 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 Wood End Green Road 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 finance comments - noting that there are no direct financial implications associated with the recommendations of this report.

### **Legal**

There are no special legal implications for the proposal to discuss with petitioners their request for a Residents Only Permit Parking Management Scheme in Wood End Green Road, Hayes which amounts to an informal consultation. A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and

engineering issues are still at a formative stage. Fairness and natural justice requires that there must be no predetermination of a decision in advance of any wider non-statutory consultation.

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

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

### **Corporate Property and Construction**

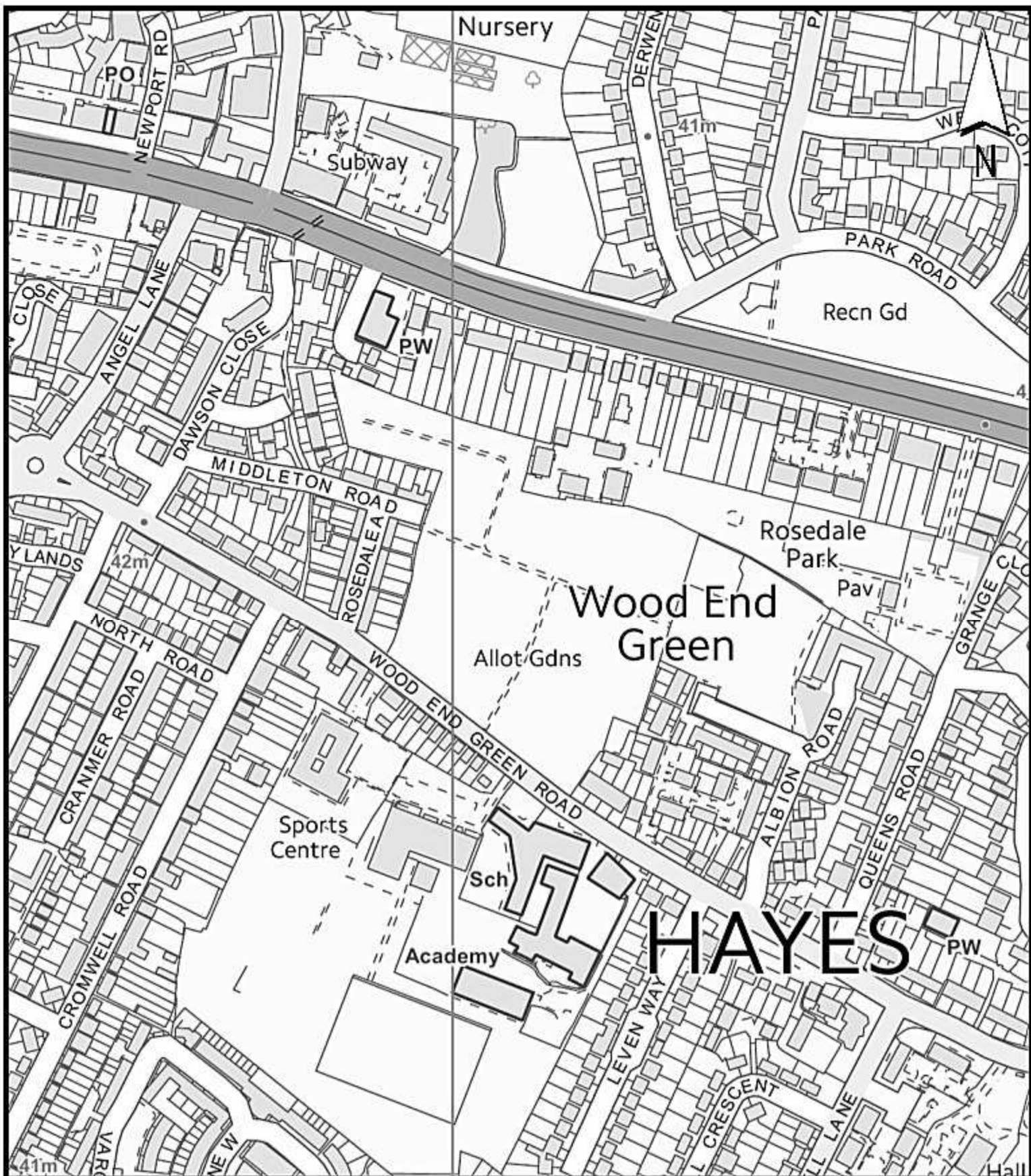
None at this stage.

### **Relevant Service Groups**

None at this stage.

## **6. BACKGROUND PAPERS**

Petition received.



Wood End Green Road, Hayes  
Area plan

Appendix A

Date January 2018

Scale 1:4,000



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## PETITION REQUESTING A RESIDENTS ONLY PARKING MANAGEMENT SCHEME IN HARLINGTON ROAD, HILLINGDON

<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
<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 the introduction of a "residents only" permit parking scheme to be installed on Harlington 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 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>	Brunel

### 2. RECOMMENDATIONS

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

1. listens to their request for the introduction of a residents' only parking scheme on Harlington Road, Hillingdon.
2. subject to the outcome of the above, asks officers to add the request to the Council's extensive parking programme for further informal consultation on a possible area agreed with Ward Councillors.

#### 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 20 signatures has been submitted to the Council under the following heading: *"This is a petition to have a "Residents Only" parking installed on Harlington Road."* In a covering statement with the petition, the lead petitioner states: *"This is a petition to have residents only parking installed on Harlington Road. Over the last year there has been some vandalism of cars and an increase in the traffic due to the opening of the restaurant at the Prince of Wales pub. Residents of the terraced houses in particular are being forced to park a long way from their homes as they seem to be the target of criminal damage. We would like for the whole of Harlington Road to be residents only parking to minimise the disruption for residents at busy times and so that all residents will be aware that cars with residents badges are entitled to park their cars within the zone."*

In addition, the petitioner helpfully goes on to suggest: *"We would like for Harlington Road to be made "Residents Only", for extended periods including weekends. We would like to be given temporary permits for visitors of the residents"*.

2. Harlington Road (A437) is a major route that links Hillingdon/Uxbridge in the north to Hayes in the south and is classified as a Borough main distributor road. Harlington Road also forms part of the A10 bus route. The location of Harlington Road is indicated on Appendix A of this report.

3. The signatures in this petition are mainly from the northern section of Harlington Road between Hillingdon Hill and Southfield Close. On the western side of Harlington Road, there is a service road adjacent to main carriageway that provides access to Nos. 26-82 Harlington Road and to Temple Park.

4. The Cabinet Member will be aware that previously residents in nearby Turks Close also submitted a petition asking for measures to address all day non-residential parking and a permit holders only parking scheme is being developed for this road. It would appear from this petition that parking problems in the area is a growing concern for residents.

5. As a result of the above, 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. 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 Harlington Road 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 Harlington Road 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 that there are no direct implications associated with the recommendations in the report.

### **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**

None at this stage.

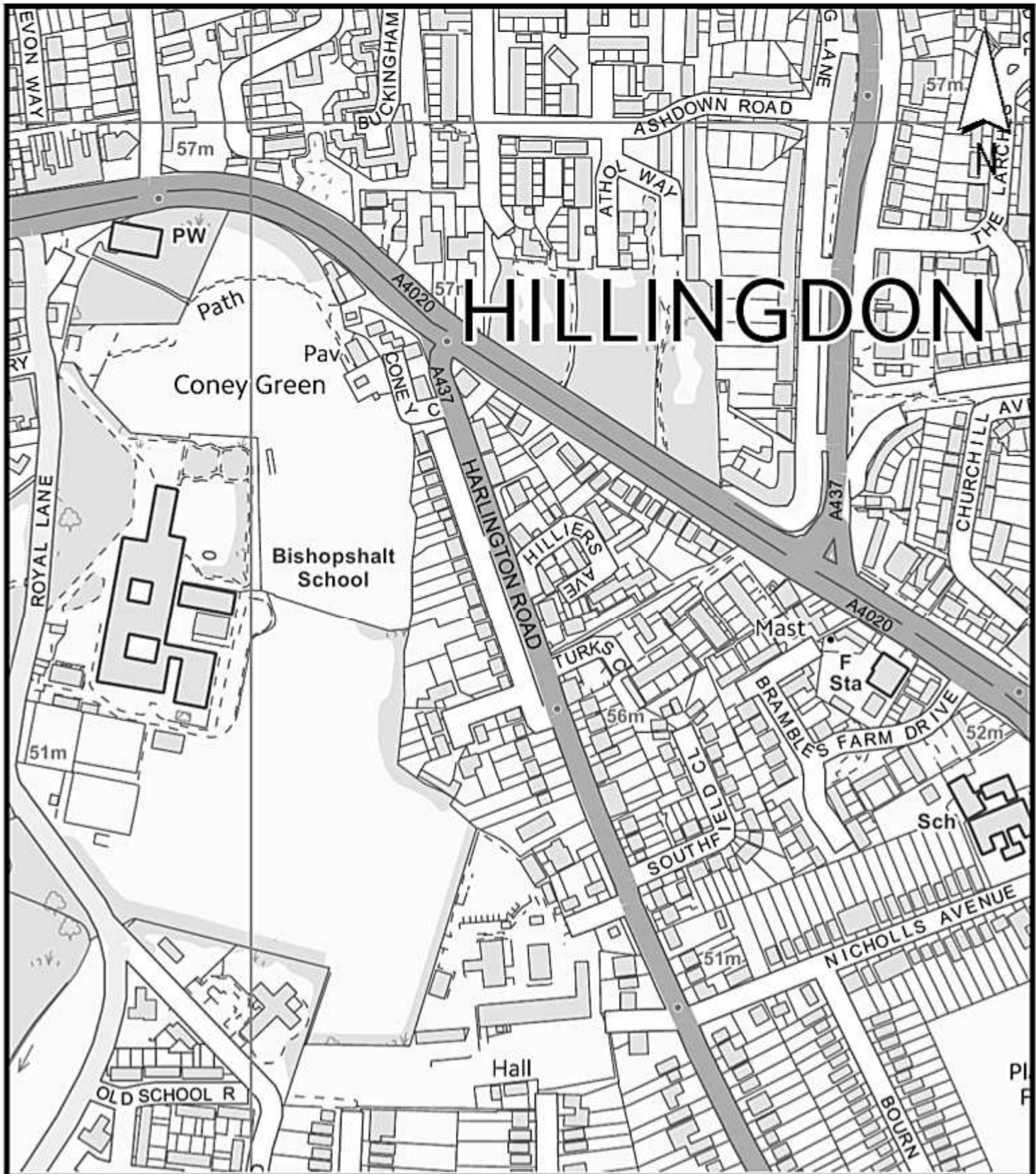
### **Relevant Service Groups**

None at this stage.

## **6. BACKGROUND PAPERS**

Petition received.

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Harlington Road, Hillingdon  
Location plan

Appendix A

Date January 2018

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## PETITION REQUESTING TO AMEND THE "NO RETURN WITHIN ONE HOUR" TO "NO RETURN WITHIN SIX HOURS" ON THE STOP AND SHOP PARKING SCHEME AT MANOR PARADE, HILLINGDON HILL, HILLINGDON

<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
<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 that the "no return" within one hour on the "Stop and Shop" parking scheme outside Manor Parade, Hillingdon Hill is extended to "no return" within six hours.
<b>Contribution to our plans and strategies</b>	The request can be considered in relation to the Council's strategy for on-street parking controls.
<b>Financial Cost</b>	There are no financial implications associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services
<b>Ward(s) affected</b>	Uxbridge North

### 2. RECOMMENDATIONS

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

- 1. listens to their request to amend the existing "Stop and Shop" parking scheme to prevent motorists from returning to the parking bays within six hours of departing.**
- 2. subject to the outcome of the above, decided if officers should add the request to the Council's extensive parking programme for further informal consultation with local businesses and residents.**

#### **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 25 signatures has been submitted to the Council under the following heading: *"Unable to park at Manor Parade, Hillingdon Hill, Uxbridge. Keep 2 hours maximum stay but change no return in 1 hour to no return in 6 hours"*.
2. Manor Parade is a vibrant local shopping parade situated on Hillingdon Hill. There are currently 12 units on the parade comprising of four Estate Agents, two grocery/convenience type stores, a takeaway food outlet, two hairdressers, a specialist workware supplier and a decorating centre. The location of Manor Parade is indicated on Appendix A of this report.
3. The Cabinet Member will recall that the current "Stop and Shop" parking scheme was implemented in September 2009 and, like many similar schemes across Hillingdon, operates Monday to Saturday 8am to 6.30pm with a maximum stay of two hours and no return within one hour. The first 30 minutes parking is free and HillingdonFirst card holders enjoy favourable parking tariffs. The introduction of a "Stop and Shop" Parking Scheme aims to prohibit "all day" parking for the benefit of customers. These arrangements are generally well supported in other shopping parades and, as the Cabinet Member is aware, petitions continue to be submitted from businesses and shop keepers asking for this type of parking scheme.
4. It is not entirely clear from the petition as to why petitioners believe the "no return within one hour" should be increased to "no return within six hours". Further discussions with the lead petitioner during the investigation for this report indicated an underlying concern that some local businesses may be abusing the present parking regime. However, as this is a local shopping parade, one might expect that nearby residents could visit the shops several times a day to collect essential items especially from the local convenience type grocery shops. The imposition of an extended no return time limit could negatively impact on customers who shop in this manner.
5. As a result of the above, 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 for an informal consultation on the suggestion made by petitioners.

### **Financial Implications**

There are none associated with the recommendations to this report. However, if the Council was to consider amending the "stop and shop" parking scheme outside Manor Parade, Hillingdon Hill, 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 amend the parking restrictions along Manor Parade and the surrounding area, consultation will be carried out with residents and businesses to establish if there is overall support.

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

Corporate Finance has reviewed this report and concurs that there are no direct implications associated with the recommendations in the report.

### **Legal**

There are no special legal implications for the proposal to informally consult residents and businesses on amending parking restrictions. Informally consulting 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's recommendations. 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 specific advice is required, Legal Services should be instructed.

### **Corporate Property and Construction**

None at this stage.

### **Relevant Service Groups**

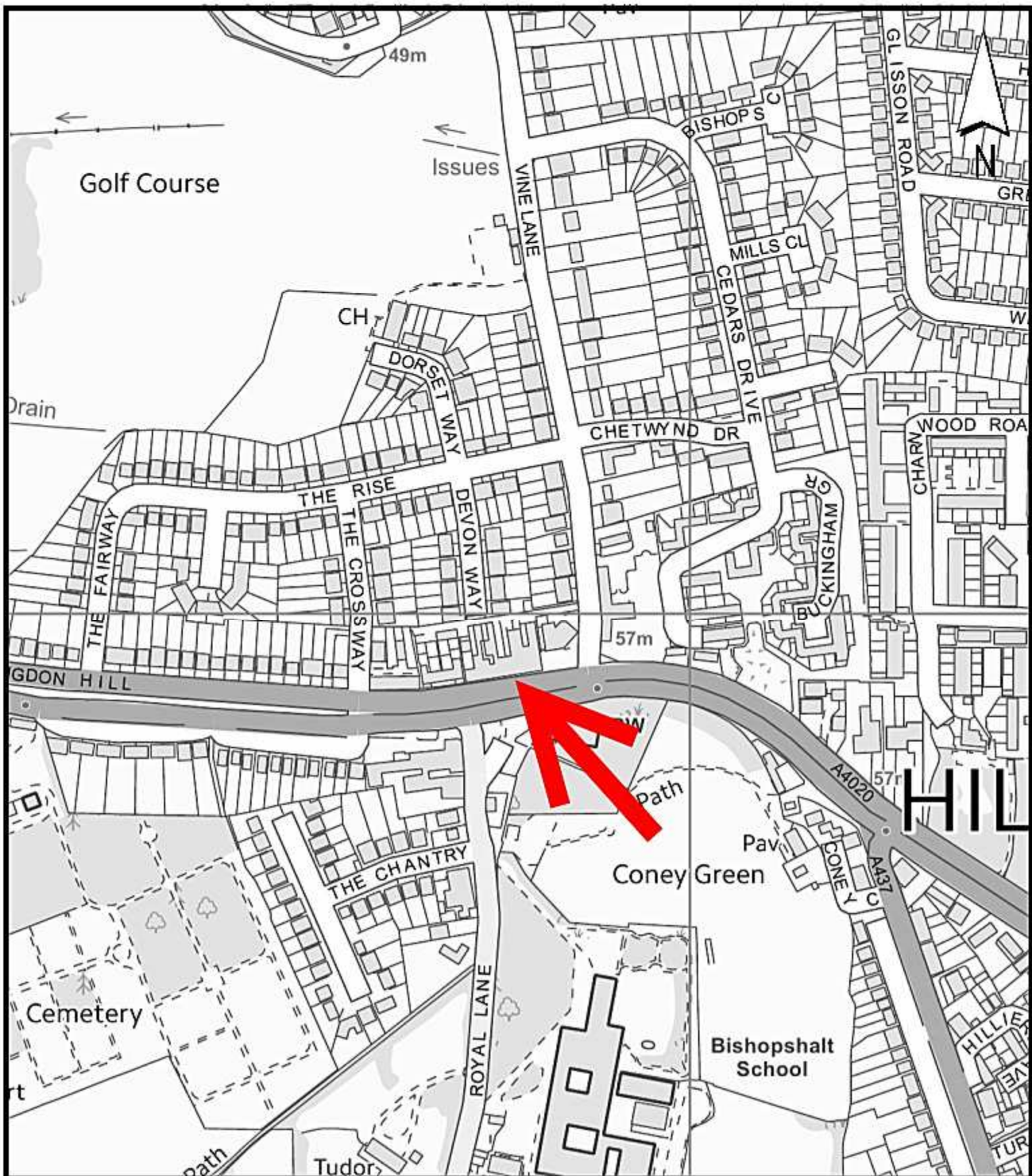
None at this stage.

## **6. BACKGROUND PAPERS**

Petition received.

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## Manor Parade, Hillingdon Hill

## Appendix A

Date January 2018

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## **CEDARS DRIVE, ATTLE CLOSE, MILLS CLOSE AND BISHOPS CLOSE, HILLINGDON - PETITION FROM RESIDENTS REQUESTING A PARKING MANAGEMENT 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
<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 Cedars Drive, Attle Close, Mills Close and Bishops Close, Hillingdon requesting a Parking Management 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>	Uxbridge North

### **2. RECOMMENDATIONS**

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

- 1. discusses with petitioners their concerns with parking in Cedars Drive, Attle Close, Mills Close and Bishops Close, Hillingdon.**
- 2. notes the results of the previous consultation 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 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 58 signatures has been submitted to the Council from residents of Cedars Drive, Attle Close, Mills Close and Bishops Close under the following heading: *"Inconsiderate and non-residential parking in Cedars Drive, Attle Close, Mills Close and Bishops Close. Introduction of a Parking Management Scheme."*
2. Cedars Drive, Attle Close, Mills Close and Bishops Close are mainly residential roads just a short walk away from local shops, amenities and Brunel University. The area is well served by several bus routes that provide quick access to Uxbridge Town Centre and also the A10 to Heathrow Airport.
3. As the Cabinet Member will recall, in 2014 the Council undertook an informal consultation with residents of Cedars Drive, Bishops Close, Mills Close, Attle Close and Buckingham Grove on options to manage the parking in their roads. Responses received to this consultation indicated a mixed view on the options but overall the majority of residents who took the opportunity to reply indicated they were happy with the current parking arrangements. As a result of the responses received, it was recommended at the time that the parking arrangements should remain as existing.
4. However, as some time has elapsed since the last informal consultation in the area, it is therefore recommended that the Cabinet Member discusses with petitioners their concerns and, if 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 concurs that there are no direct implications associated with the recommendations in the report.

### **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**

None at this stage.

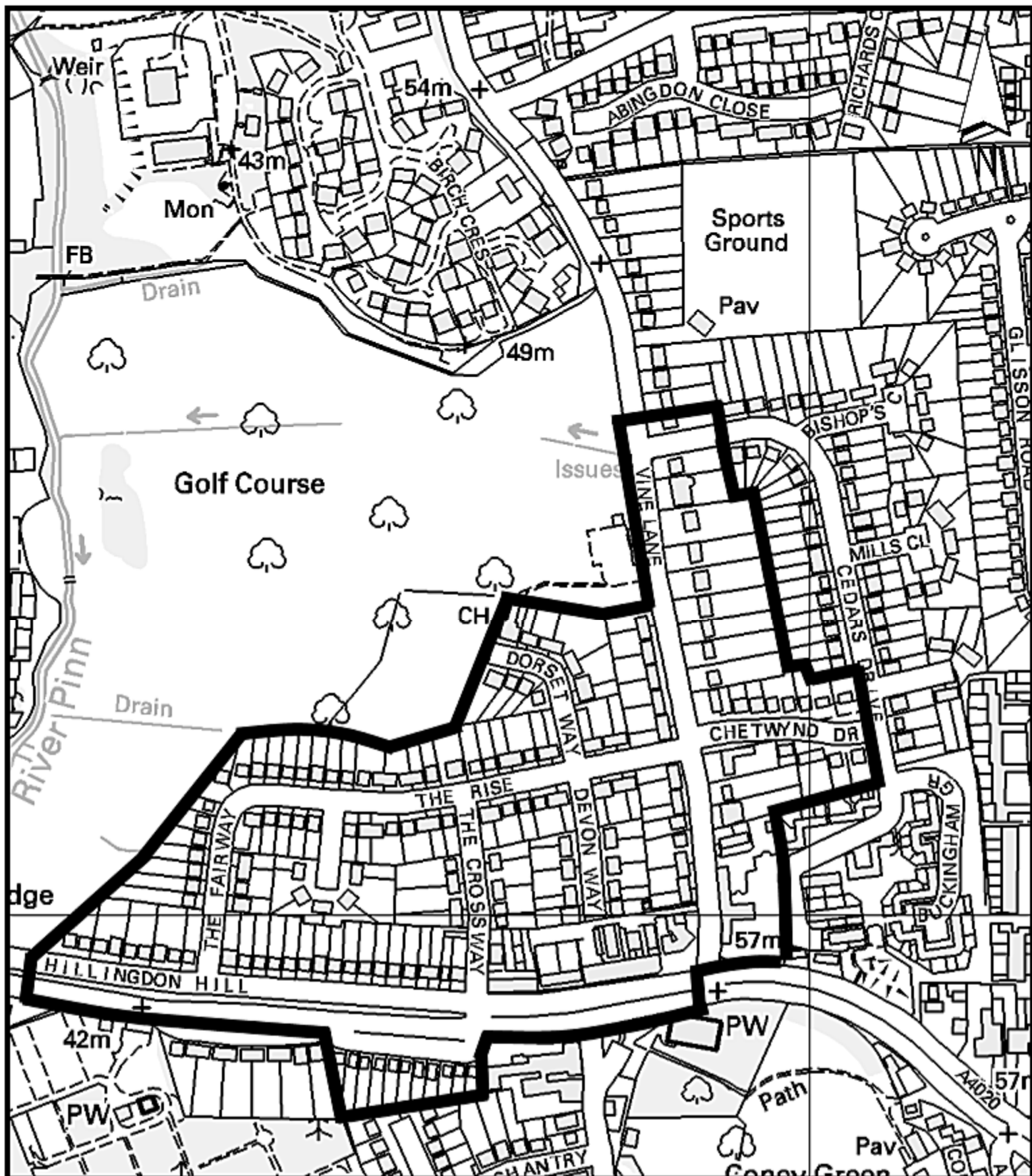
### **Relevant Service Groups**

None at this stage.

## **6. BACKGROUND PAPERS**

Petition received.

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Cedars Drive, Attle Close, Mills Close and Bishops Close, Hillingdon - Area plan

Appendix A

Date January 2018

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Extent of the existing Hillingdon Hill Parking Management Scheme Zone HN1

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