



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

Date: WEDNESDAY, 14 MARCH
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 March 2018

Contact: Liz Penny
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This Agenda is available online at:
<http://modgov.hillingdon.gov.uk/ieListMeetings.aspx?CId=252&Year=0>

Putting our residents first

Lloyd White
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London Borough of Hillingdon,
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www.hillingdon.gov.uk

Useful information for residents and visitors

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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.

	Start Time	Title of Report	Ward	Page
4	7pm	Woolacombe Way, Hayes - Petition Requesting a footway parking scheme in Woolacombe Way	Pinkwell	1 - 6
5	7pm	Petition Requesting a Residents Only Parking Management Scheme in Columbia Avenue, Eastcote	Cavendish	7 - 12
6	7.30pm	Petition requesting a Residents only Parking Management Scheme in Meadow Way and Measures to prevent speeding in Meadow Way and Hawthorne Avenue, Eastcote	Eastcote & East Ruislip / Cavendish	13 - 20
7	7.30pm	Petition requesting a Parking Management Scheme for specific properties only on Yeading Lane, Hayes	Barnhill / Yeading	21 - 26
8	8pm	Request for a Parking Management Scheme in Bourton Close	Townfield	27 - 32

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PETITION REQUESTING A FOOTWAY PARKING SCHEME IN WOOLACOMBE WAY, HAYES

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that a petition has been received requesting that footway parking be allowed in Woolacombe Way, Hayes
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	Pinkwell

2. RECOMMENDATIONS

Meeting with the petitioners, that the Cabinet Member:

- 1. Listens to their request to allow footway parking in Woolacombe Way, Hayes.**
- 2. Asks officers to add the request to the forward parking scheme programme for further detailed investigation and report back to him with the outcome of these investigations.**
- 3. Subject to the above, asks highways officers to report on the suitability of the relevant existing areas to accommodate parking by vehicles and report back to him.**

Reasons for recommendations

To allow the Cabinet Member to discuss with petitioners their concerns and, if appropriate, add their request to the footway parking 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 26 signatures has been submitted to the Council from residents of Woolacombe Way, Hayes. In an accompanying statement submitted with the petition the lead petitioner make the following points *"Not enough parking spaces for the amount of houses and vehicles in the street.*

If we park on opposite pavement between numbers 84-100 then we get issued with parking tickets even though the pavement is not used by pedestrians".

The lead petitioner then goes on to suggest that the outcome they would like to see is *"to be able to park on pavements to alleviate the problem without getting parking tickets".*

2. Woolacombe Way is a residential development of approximately 130 properties. A desktop exercise revealed that of the 130 properties, just over 40 appear to have either a garage and/or off-street parking. The rest of the properties in Woolacombe Way rely upon on-street parking or private off-street parking areas which do not appear to be allocated. A location plan is attached as Appendix A to this report.

3. As mentioned in the petition, the main concerns that residents appear to have are that the demand for parking by the residents exceeds availability. Petitioners are suggesting that footway parking is allowed in certain parts of Woolacombe Way to increase the parking capacity.

4. As the Cabinet Member is aware, the provision of footway parking is subject to strict criteria including the need to keep utility inspection covers and fire hydrants clear of parked vehicles. Additionally other factors that need to be considered are the location of any services that may be situated below the surface of the footway, what level they are at and whether the construction of the existing footway could accommodate parked vehicles without being damaged. The safe passage for pedestrians especially those with restricted mobility must also be a major consideration.

5. 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. Subject to the above it is also recommended that the Cabinet Member asks officers from the Council's Highways Team to investigate whether the construction of the footway and the location of services would allow a possible footway parking scheme.

Financial Implications

There are no direct implications associated with the recommendations to this report; however if the Council were to consider introducing a footway parking 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 recommendations?

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 a 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 its recommendations.

Legal

There are no specific 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



Woolacombe Way, Hayes Location plan

Appendix A

Date February 2018

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PETITION REQUESTING A RESIDENTS ONLY PARKING MANAGEMENT SCHEME IN COLUMBIA AVENUE, EASTCOTE

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition requesting the introduction of a "residents only" permit parking scheme to be installed in Columbia Avenue, Eastcote.
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 direct financial implications associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward(s) affected	Cavendish Ward

2. RECOMMENDATIONS

Meeting with the Petitioners, that the Cabinet Member:

- 1. Listens to their request for the introduction of a residents' only parking scheme on Columbia Avenue, Eastcote.**
- 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 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 28 signatures has been submitted from residents of Columbia Avenue, Eastcote. In a covering statement the lead petitioner sets out residents' concerns as *"Commuters parking their cars and vans bumper to bumper on corners which is having a majority impact on the residents of Columbia Avenue."*

There are concerns from the parents with young children that they will be involved with an accident as the roads in our street are so clogged up with the parked cars and traffic.

Middle aged and elderly can't park the car in front of their house to unload the heavy shopping, so they have to park their cars in the private car park space and carry their shopping " (sic)

In addition the petitioner helpfully goes on to suggest a solution as *"Resident parking bays (Monday to Friday 8.30-17.30) and yellow lines where appropriate"*.

2. Columbia Avenue is a mainly residential development constructed in the 1980's by Messrs Bellway Homes and comprises mainly semi-detached and town houses. The main carriageway of Columbia Road is approximately 5 metres wide and is adopted highway. There are several private parking areas accessed via the carriageway. At the north easternmost end of Columbia Avenue there is a privately maintained footpath that connects Columbia Avenue with Field End Road. The location of Columbia Avenue is indicated on Appendix A of this report.

3. Although the footway is not a public right of way it appears to have been constructed as part of the development and the title deed package reveals that the footpath is "subject to rights of way on foot"; in other words the footpath must be kept open for pedestrians.

4. As the Cabinet Member will recall, the Council has implemented some sections of double yellow lines at locations on Columbia Avenue, following requests from local residents through the Council's Road Safety Programme where inconsiderate parking had caused problems with access and egress.

5. As Columbia Avenue is one of the closest unrestricted roads to the busy Eastcote Town Centre, Eastcote Underground Station and other local amenities it is an attractive place for non-residents to park.

6. 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 were to consider the introduction a Parking Management Scheme in Columbia Avenue 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 recommendations?

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

Consultation Carried Out or Required

If the Council subsequently investigates the feasibility of introducing parking restrictions in Columbia Avenue 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 its recommendations and concurs that there are no direct financial implications.

Legal

There are no specific 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 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



Columbia Avenue, Eastcote
Area plan

Appendix A

Date February 2018

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PETITIONS REQUESTING A RESIDENTS ONLY PARKING MANAGEMENT SCHEME IN MEADOW WAY AND MEASURES TO PREVENT SPEEDING IN MEADOW WAY AND HAWTHORNE AVENUE, EASTCOTE

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received two petitions from residents of Meadow Way, Eastcote, one requesting the introduction of a "residents only" permit parking scheme and the other asking for measures to prevent speeding.
Contribution to our plans and strategies	The requests can be considered in relation to the Council's strategy for on-street parking controls and 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	Eastcote and East Ruislip, Cavendish

2. RECOMMENDATIONS

Meeting with the Petitioners, that the Cabinet Member:

- 1. Listens to their request for the introduction of a residents' only parking scheme on Meadow Way, Eastcote.**
- 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.**
- 3. Discusses with petitioners their concerns over vehicle speeds in Meadow Way.**

4. 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.

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

These will be discussed with petitioners.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. Two e-petitions have been submitted to the Council from residents who mainly live in Meadow Way and Hawthorne Avenue, Eastcote. As both petitions are concerned with broadly the same roads, it is appropriate that the concerns raised should be considered in the same report so that the Council can adopt a coordinated approach to finding solutions to the issues residents have highlighted.

2. The first petition with 21 signatures has been signed under the following heading *"We the undersigned petition the Council to ever since traffic lights on Field End Road/Elm Avenue have been upgraded, cars have been using Hawthorne Avenue/Meadow Way as a shortcut to get to Field End Road and Elm Avenue the other way. The objection I, and all other the resident, have is the speed they drive at, far too fast. (sic)*

Petitioners then go on to state *"Before a serious accident happens we would like a speed limit introduced down Meadow Way and Hawthorne Avenue"*

3. The second petition with 20 signatures has been signed under the following heading *"We the undersigned petition Hillingdon Council to implement a Residents Parking Scheme on Meadow Way free of charge! As car owners we already pay fees for owning and using a car and should be able to park in front of our own home for free. Owners should be allowed to park across the white line that is painted across the drive.*

Petitioners then go on to state *"Increasing number of vans /lorries are parking on Meadow Way occupying more than a normal-sized parking bay and this is causing restricted views of the road when trying to come out of our drives. They should not be allowed to park on any residential road anyway, especially overnight".*

4. Meadow Way and Hawthorne Avenue are mainly residential roads a short walk from Eastcote Town Centre shops, underground station, library and other local amenities. As the lead

petitioner alluded to, Meadow Way and Hawthorne Avenue connect Elm Avenue to Field End Road and taking this route avoids the traffic signals at the Elm Avenue/Field End Road junction.

5. The Cabinet Member will recall that in March 2016 the Council commissioned 24/7 independent speed and traffic surveys at three locations on Hawthorne Avenue and two locations on Morford Way following concerns raised by residents over vehicle speeds. Attached below is the table showing the results of the surveys undertaken in Hawthorne Avenue showing the 85th percentile was between 21mph and 33 mph northbound and 18 mph to 32 mph southbound.

Hawthorne Avenue OS #1	Total Vehicle	15 - 20 mph	20 - 25 mph	25 - 30 mph	30 - 35 mph	35 - 40 mph	40 - 45 mph	45 - 50 mph	50 - 55 mph	55 - 60 mph	60 - 100 mph	85th % mph
Northbound	10,200	5,785	2,051	77	1	0	0	0	0	0	0	21
Southbound	9,355	4,676	2,267	139	10	0	0	0	0	0	0	21

Hawthorne Avenue OS #16	Total Vehicle	15 - 20 mph	20 - 25 mph	25 - 30 mph	30 - 35 mph	35 - 40 mph	40 - 45 mph	45 - 50 mph	50 - 55 mph	55 - 60 mph	60 - 100 mph	85th % mph
Northbound	7,224	466	1,643	2,788	1,494	443	110	28	3	2	1	33
Southbound	6,656	720	1,736	2,314	1,177	356	71	16	6	0	1	32

Hawthorne Avenue OS #79	Total Vehicle	15 - 20 mph	20 - 25 mph	25 - 30 mph	30 - 35 mph	35 - 40 mph	40 - 45 mph	45 - 50 mph	50 - 55 mph	55 - 60 mph	60 - 100 mph	85th % mph
Northbound	7,324	4,604	1,550	235	58	16	2	2	0	0	0	21
Southbound	6,688	3,271	253	154	51	15	3	1	0	0	0	18

6. 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.

7. These surveys were undertaken by an independent specialist third-part 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 speed over a 24-hour, seven day a week basis.

8. Although surveys have been undertaken in Hawthorne Avenue, no data has been captured in Meadow Way. As a result the Cabinet Member may be minded to commission further surveys in both roads at locations agreed by petitioners and ward councillors. This will help determine whether speeding and "rat-running" is an issue in these two roads to avoid the signals at the Elm Avenue/Field End Road junction.

9. The second petition is requesting a residents permit parking scheme in Meadow Way. Meadow Way and Deane Way are two of the nearest unrestricted roads in close proximity to Eastcote Town Centre and would be an attractive place for non-residents to park. Responses received to previous consultations with residents in these two roads indicated that residents were happy with their existing parking arrangements and as a result no parking scheme was developed for these roads.

10. However, some time has elapsed since residents were consulted and other nearby roads have subsequently been included in the Eastcote Parking Management Scheme. This is likely to have increased the pressure on the available kerbside space in Hawthorne Avenue.

11. 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

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 an allocation for the Transportation and Projects Service. 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 recommendations?

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

Consultation Carried Out or Required

If the Council subsequently investigates the feasibility of introducing parking restrictions in Hawthorne Avenue and surrounding roads, 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 outlined above.

Legal

There are no specific 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.

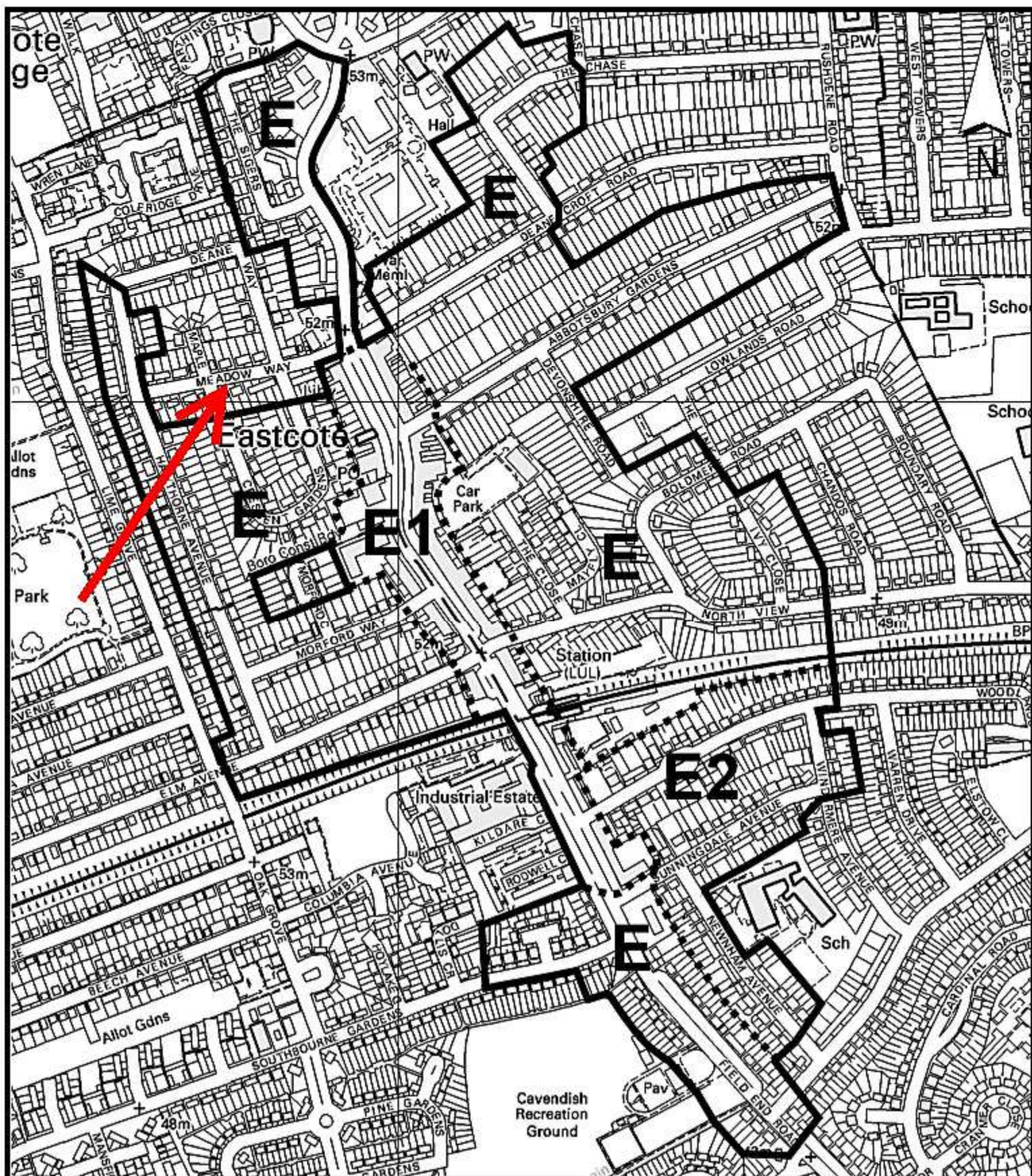
Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received

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Meadow Way, Eastcote Area plan

Appendix A

Date February 2018

Scale 1:6,500



Extent of the Eastcote Parking Management Scheme



Internal zone boundary

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PETITION REQUESTING A PARKING MANAGEMENT SCHEME FOR SPECIFIC PROPERTIES ONLY ON YEADING LANE, HAYES

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition requesting a Parking Management Scheme for specific properties only in Yeading Lane, Hayes
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	Barnhill & Yeading

2. RECOMMENDATIONS

Meeting with the Petitioners, that the Cabinet Member:

- 1. Listens to their request for parking controls to be introduced in Yeading Lane, Hayes.**
- 2. Subject to the outcome of the above, decides if the request for a parking scheme should be added to the Council's future parking scheme programme for further investigation and more detailed consultation when resources permit.**

Reasons for recommendations

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

Alternative options considered / risk management

These will be discussed with petitioners.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 29 signatures has been submitted to the Council from residents who live on the south-east side of Yeading Lane between Uxbridge Road and Dorchester Way. Although all of the petitioners live in a small section of Yeading Lane within Barnhill Ward, the northern end of the road falls within Yeading Ward.
2. In an accompanying statement submitted with the petition the lead petitioner has stated *"where only residents of the house numbers listed below can park. Allocated parking space will also be desirable for the house numbers listed below"*. A plan of the area is attached as Appendix A to this report.
3. Yeading Lane links Uxbridge Road in the south to White Hart Roundabout in the north. The 140, 697 and E6 bus routes all travel along Yeading Lane. At the junction of Yeading Lane and Uxbridge Road there is a local shopping parade, a Premier Inn Hotel and Beefeater Grill all of which are a short distance away from the section of road from where residents have petitioned.
4. From the junction with the Uxbridge Road to approximately No.24 Yeading Lane there is a dedicated bus lane in front of the properties and from there onwards to the junction with Dorchester Way there is an area of unrestricted kerb side space behind an advisory cycle lane. It was noted that very few households along this section of Yeading Lane had off-street parking to the front of their properties; however, some may benefit from parking at the rear accessed via a service road located in Dorchester Way.
5. The petition is asking that each of the properties mentioned is allocated a parking bay outside of their property. The Council's powers to control on-street parking are either to prohibit it with the introduction of yellow lines or to include it within a residents parking scheme, it does not however, have the powers to allocate parking bays on the highway to any individual, company or property.
6. It is recommended that the Cabinet Member discusses with petitioners their concerns and, if considered appropriate, asks officers to add this request to the future parking scheme programme to see if residents would like to consider proposals for a parking scheme in Yeading Lane. Although residents have specifically asked for a small section of Yeading Lane to be included in a Parking Management Scheme, it is common practice that this could be combined with other nearby properties that the local Ward Councillors feel may also benefit from parking controls as the parking issues could simply transfer to other sections of road.

Financial Implications

There are no direct financial implications associated with the recommendations to this report, however if the Council were to consider the introduction of parking restrictions in Yeading Lane, funding would need to be identified from a suitable source.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendations?

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

Consultation Carried Out or Required

If the Council subsequently investigates the feasibility of introducing parking restrictions in Yeading Lane 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 financial implications arising from the petition.

Legal

There are no specific 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

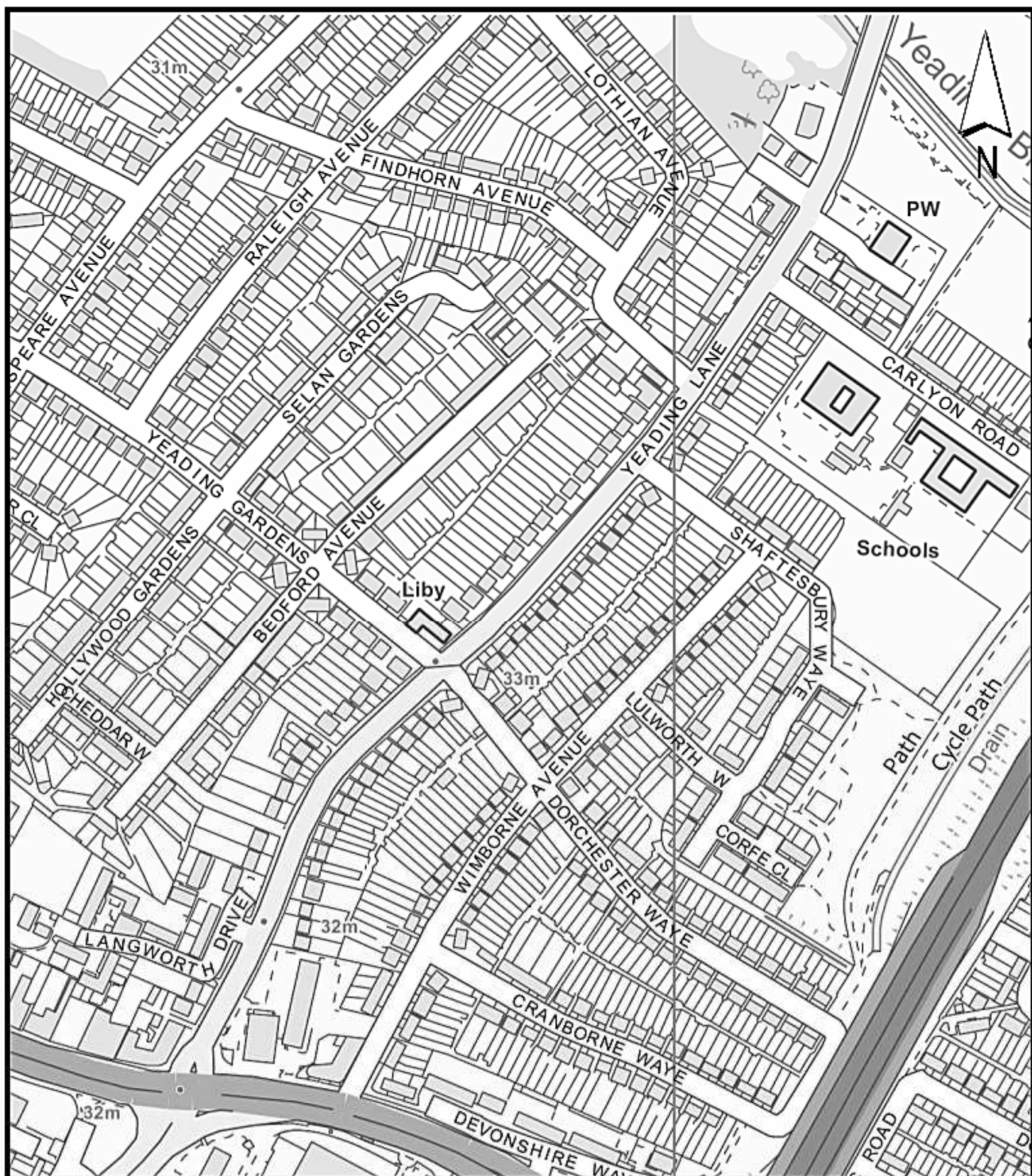
None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received



Yeadon Lane, Hayes Location plan

Appendix A

Date February 2018

Scale 1:4,000



HILLINGDON
LONDON

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PETITION REQUESTING EITHER RESIDENTS' PARKING PERMITS, OR A GATE AT THE START OF BOURTON CLOSE, HAYES

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that a petition has been received requesting the introduction of either a Parking Management Scheme or a gate at the end of Bourton Close, Hayes.
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	Townfield.

2. RECOMMENDATIONS

Meeting with the petitioners, the Cabinet Member:

- 1. Listens to their request for a residents' permit parking scheme to be introduced in Bourton Close, Hayes.**
- 2. Decides if the request for a permit parking scheme in Bourton Close should be added to the Council's future parking scheme programme for further investigation and more detailed consultation when resources permit.**
- 3. Advises petitioners that their request for a gate at the end of the road cannot be considered as the carriageway at the entrance to Bourton Close is adopted highway.**
- 4. Notes that the enforcement criteria within any permit parking scheme would not extend to the existing private car parking spaces outside the houses in Bourton Close.**

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 26 signatures has been submitted to the Council requesting either a permit parking scheme or, for a gate at the start of the road, to be considered for Bourton Close, Hayes. In a covering statement provided with the petition, the lead petitioner states *"For a number of years we have put up with inconsiderate parents from Minet School parking down Bourton Close. We have been blocked in, cars have been hit, abuse from parents. Also my daughter was thrown into my garden as a parent mounted the kerb also hitting my car in the process. The police are aware also CCTV footage"*
2. Petitioners then indicate the problem times are between 8.15 - 9.15am and 2.30 - 3.30pm and that they would like to see *"permits put in place or a gate at the end of the road"*.
3. Bourton Close is a residential cul-de-sac comprising of 24 properties. The carriageway and footways within Bourton Close are adopted and maintained at the public expense. Adjacent to the main carriageway there are parking areas which are privately owned.
4. Bourton Close is just a short walk from Minet School and it suggested by petitioners that non-residential parking at certain times of the day is associated with parents or guardians picking up and dropping off children. In order to address this issue, residents have suggested a permit parking scheme and, as the Cabinet Member is aware, the Council as the highway authority has powers under The Road Traffic Regulation Act to make a Traffic Management Order to manage parking and traffic on the highway. However, these powers generally only extend to the adopted highway maintained at the public expense, so any possible permit parking scheme would not incorporate the private off-street parking areas in Bourton Close.
5. A further suggestion put forward by petitioners is for a gate to be installed at the start of the road. Whilst the reasoning behind such a suggestion is understood, as the road is adopted and people have a right to pass and re-pass along it, in this instance the installation of a gate to restrict the use of the highway is not feasible.
6. It is recommended that the Cabinet Member discusses with petitioners their concerns and if considered appropriate, asks officers to add this request to the future parking scheme programme and to carry out consultation with the residents of Bourton Close, in order to

establish the overall level of support for the road 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 in Bourton Close 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 the report and confirm that there are no financial implications arising from the recommendations.

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.



Bourton Close, Hayes Area plan

Appendix A

Date December 2017

Scale 1:4,000

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