



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

Date: WEDNESDAY, 13 JUNE
2018

Time: 7.00 PM

Venue: COMMITTEE ROOM 3 -
CIVIC CENTRE, HIGH
STREET, UXBRIDGE

**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

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, 5 June 2018

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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
Head of Democratic Services
London Borough of Hillingdon,
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Agenda

CHAIRMAN'S ANNOUNCEMENTS

PART 1 - MEMBERS, PUBLIC AND PRESS MAY ATTEND

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

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

	Start Time	Title of Report	Ward	Page
4	7.00pm	Petition Requesting Permit Parking in Wyre Grove, Hayes	Pinkwell	1 - 6
5	7.00pm	Petition Seeking a Pedestrian Crossing in Harlington Road, Hayes	Brunel	7 - 12
6	7.30pm	Petition Requesting 20mph Speed Limit & Speed Tables in Snowden Avenue, Hillingdon	Hillingdon East	13 - 18
7	8.00pm	Petition for Residents' Parking Scheme in the Sefton Way, Verona Close, Fernes Close Area, Uxbridge	Uxbridge South	19 - 24
8	8.00pm	Petition Requesting Parking Management Scheme in Dawley Parade, Hayes	Botwell	25 - 30

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PETITION REQUESTING RESIDENTS' PERMIT PARKING IN WYRE GROVE, HAYES

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	Kevin Urquhart, 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 residents' permit parking in Wyre Grove, 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', Education and Environmental Services Policy Overview Committee
Ward(s) affected	Pinkwell

2. RECOMMENDATION

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

- 1. Listens to their request for the introduction of residents' permit holder parking in Wyre Grove, Hayes; and**
- 2. Subject to the outcome of the above, decides if the request for residents' permit holder parking in Wyre Grove and the surrounding area 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 23 signatures has been submitted to the Council with the following request:
“Provide parking spaces exclusively for Wyre Grove residents and not local businesses who leave cars parked for periods of time”.
2. The location of Wyre Grove is indicated on Appendix A of this report. Wyre Grove is a residential road situated in Pinkwell Ward to the southeast of Hayes Town Centre. Where the road meets the junction with North Hyde Road, there is small shopping parade. As there are few parking spaces immediately outside the shopping parade and along North Hyde Road itself, the residential streets adjacent to the parade form an attractive area for visitors to shops and businesses to park.
3. The Cabinet Member will be aware that recently the Council implemented an extension to the Hayes Parking Management Scheme in the roads to the north of North Hyde Road Grove. It is likely this has now also had an effect on parking in some of the roads to the south which are predominantly unrestricted. The residents of Wyre Grove may therefore wish to consider the introduction of a similar scheme in their street to prevent this ongoing problem of non-residential parking.
4. Therefore, 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 reconsider proposals for a parking scheme in Wyre Grove. 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 Wyre Grove, Hayes, 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 Wyre Grove, Hayes, 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 referred to above noting, that there are no direct financial implications arising from 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.

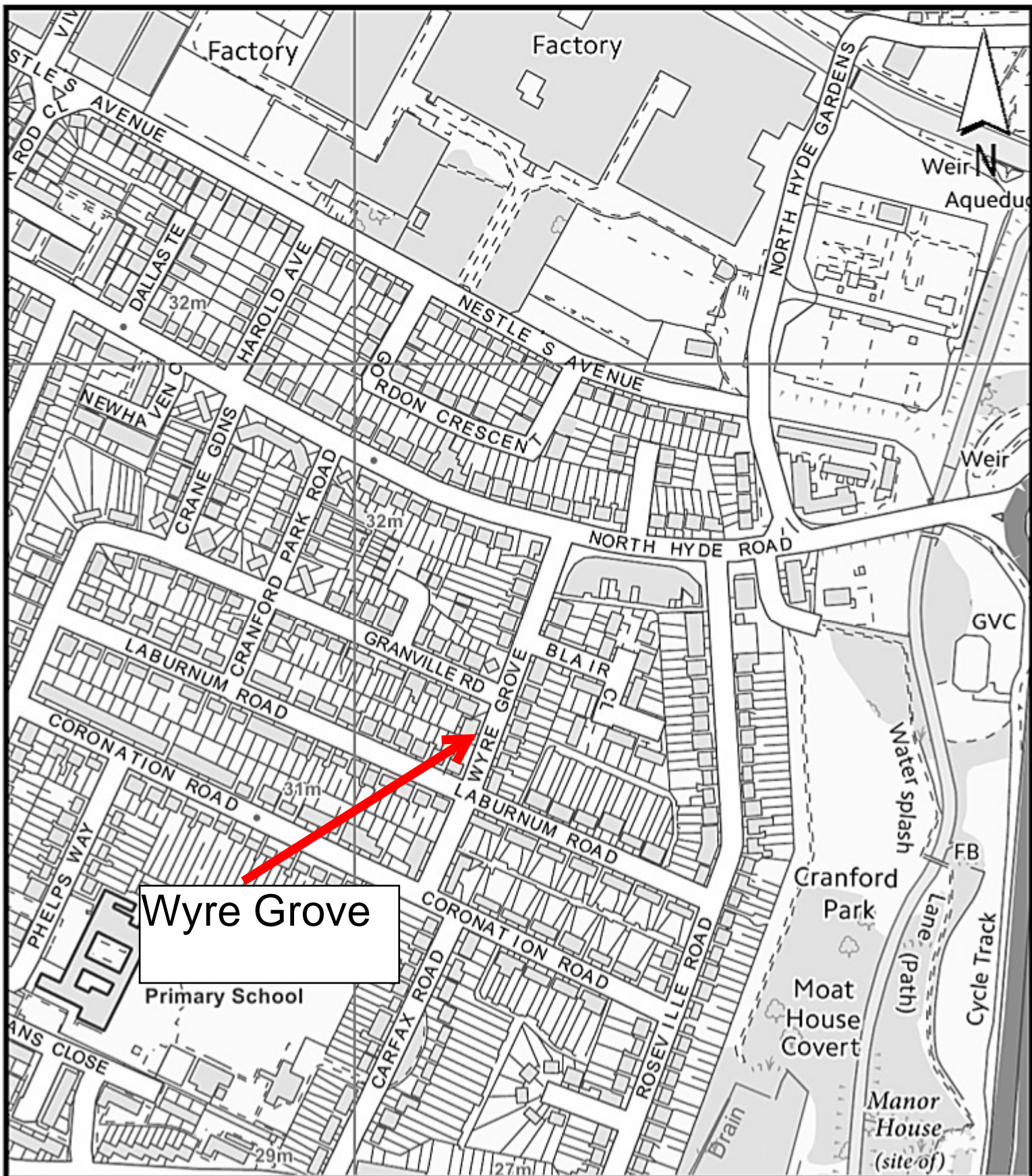
Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received - 2 December 2017

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Wyre Grove, Hayes
Location plan

Appendix A

Date May 2018

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Agenda Item 5

HARLINGTON ROAD, HILLINGDON - PETITION CONCERNED WITH EXCESSIVE TRAFFIC SPEEDS AND ROAD SAFETY.

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	Steven Austin, 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 concerned with excessive traffic speeds and road safety on Harlington Road, Hillingdon.
Contribution to our plans and strategies	The request can be considered as part of the Council's annual programme of road safety initiatives.
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', Education and Environmental Services Policy Overview Committee
Ward(s) affected	Brunel

2. RECOMMENDATION

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

- 1. Listens to their concerns with excessive traffic speeds and road safety on Harlington Road, Hillingdon;**
- 2. Subject to the outcome of the above, asks officers to undertake traffic surveys, at locations agreed by the petitioners and then report back to the Cabinet Member;**
- 3. Asks officers to raise the concerns over aggressive driving, speeding and vehicles failing to stop at the zebra crossings to colleagues in the Metropolitan Police Service who are the enforcement body for these motoring offences; and**
- 4. Asks officers to raise the concerns over speeding by buses with TfL/London Buses so that they can investigate further as appropriate.**

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 24 valid signatures has been received by the Council under the following heading:

"Improve safety on Harlington Road, such that our children, elderly and any other pedestrians is confident that they are at a significantly reduced risk of being a victim of a traffic incident.

Ensure that those driving through Harlington Road are obeying the Highway Code.

Ensure appropriate controls are in place to allow residents to have confidence that offences can be followed up with rectifying actions from the authorities".

2. In a detailed accompanying statement the lead petitioner helpfully outlines some of their main concerns:

"There are too many vehicles driving through Harlington Road and this constantly threatens the safety of residents to an unacceptable level. The section of road between Uxbridge Road and Lees Road is no longer fit for the volume and type of traffic. So much so that the traffic represents a significant safety risk to pedestrians and other users of the road.

There have been a string of incidents at the zebra crossing at the junction with Nicholls Avenue, where cars and lorries drive too fast and fail to stop, there have been incidents where car drivers have purposely driven at people whilst on the crossing. There is video evidence to support both these types of scenarios and captured in the last two weeks. This is not untypical. This zebra crossing serves children that attend Hillingdon Primary School with a big sign next to it.

Buses also drive too fast on the narrow roads and there has been one recent incident where a parked Volvo car was pushed onto the pavement and completely blocked the pathway. Had a pedestrian been present then they would have suffered severe or fatal injuries.

The speed of vehicles coming off the double roundabouts at the junction with Lees Road is often more than 30 mph and accelerating. Drivers fail to stop and accelerate in to the zebra crossing at the junction.

The pathways are narrow in parts and uneven. It is a terrifying experience walking along these paths when lorries are passing by or when pedestrians are competing with cyclists for space on the pavement. It is even more terrifying when you have two buses or lorries passing in opposite directions.

In short the safety of pedestrians is being put at risk by;

- *Speeding large vehicles (lorries and buses)*
- *Aggressive driving*
- *Absent traffic management (no police or other controls)*

We are afraid there will soon be a fatality. There is video evidence to support the above statements”.

3. As the lead petitioner had alluded to in his submission, 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.
4. The petitioner has helpfully detailed many incidents of drivers deliberately disobeying the speed limit, driving aggressively, failing to stop at the zebra crossings and in some instances deliberately driving at pedestrians using these facilities. Clearly this type of driver behaviour is of great concern to residents and the Council. However, the offences of driving without due care and attention, dangerous driving and speeding are enforced by colleagues in the Metropolitan Police Service and can result in an endorsement and/or penalty points on the driver's license. In light of the petitioners' concerns, it is recommended that Council Officers raise these concerns with the Police Service at the next regular meeting we have with them.
5. It is clear there are many concerns about vehicle speeds and driver behaviour which petitioners included in this petition. It is therefore suggested that the Cabinet Member meets with petitioners and listens to their concerns in greater detail. Subject to the outcome of these discussions, the Cabinet Member could recommend undertaking independent speed and traffic surveys on Harlington Road, at locations to be agreed with the petitioners, in order to help inform any possible solutions and to also assist colleagues in the Police Service to identify possible resources for targeted enforcement.

Financial Implications

If the Cabinet Member is minded to agree to undertake independent speed and traffic surveys the cost is usually in the region of £80 to £85 per location which could be funded through an allocation for the transportation and projects service. If works are subsequently required, suitable funding will need to be identified within the Road Safety programme.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

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

Consultation Carried Out or Required

None at this stage.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and concurs with the financial implications outlined above, noting that the proposed works will be funded from the approved budgets for the transportation and projects service.

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 corporate property and construction implications arising from the recommendations in this report.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received.



Harlington Road
(A437)

Harlington Road, Hillingdon Location plan

Appendix A

Date June 2018

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Agenda Item 6

SNOWDEN AVENUE, HILLINGDON - PETITION REQUESTING A 20MPH SPEED LIMIT AND RAISED TABLES

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition from residents of Snowden Avenue, Hillingdon concerned with excessive traffic speeds in their road.
Contribution to our plans and strategies	The request can be considered as part of the Council's annual programme of road safety initiatives.
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', Education and Environmental Services Policy Overview Committee
Ward(s) affected	Hillingdon East

2. RECOMMENDATION

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

- 1. Listens to their concerns and request for a 20mph speed limit and raised tables;**
- 2. Notes the results of previous independent 24 hour, seven day traffic surveys undertaken in Snowden Avenue; and**
- 3. Subject to the outcome of the above, decides if officers should commission further traffic surveys, at locations agreed by the petitioners and then report back to the Cabinet Member with the results.**

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 44 signatures from residents of Snowden Avenue has been received by the Council. In a covering statement, the lead petitioner outlines the problem as *"Snowden Avenue is used as a cut through from Long lane, at peak times Snowden Avenue becomes dangerous as cars drive at speed, cause congestion and risk pedestrians mainly school children using the footpaths to make their way to many of the local schools. Residents believe speed tables will ensure people drive safely on our road."*
2. Snowden Avenue is a residential road within Hillingdon East Ward. It provides a link from Long Lane (A437) to the Oak Farm Estate. There are four schools in the area. Oak Farm Infants and Junior School on Windsor Avenue, Ryefield Primary School on Ryefield Avenue and both Swakeleys School and Oak Wood School (Abbotsfield) (secondary) which are both accessed from Clifton Gardens and Sutton Court Road. A location plan of the area is attached as Appendix A.
3. The petition is asking for raised tables to be installed alongside a 20mph speed limit. The Council usually undertake traffic surveys to provide the evidence to support the installation of traffic calming measures.
4. As the Cabinet Member is aware, these types of surveys are undertaken by an independent specialist third-party company, the results, therefore, being not only accurate and comprehensive, but totally impartial. The survey data is 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 patterns during different times of the day or week.
5. The Council undertook 24-hour, seven day traffic surveys in February 2018 at three locations in Snowden Avenue following concerns with vehicle speeds from the Local Ward Councillors. The three locations were outside No 66 (north of Oakdene Road), outside No 48 (north of Oakdene Road) and outside No 20 (south of Oakdene Road). The speed data obtained showed that the majority of vehicles are travelling at or below the 30mph speed limit. The majority of vehicles were travelling between 20 and 25 mph.
6. The 85% speeds recorded outside No 66 Snowden Avenue were 27mph northbound and 26mph southbound. Outside No 48 Snowden Avenue, the 85% speeds were 24mph northbound and 25mph southbound. Outside No 20 Snowden Avenue, the 85% speeds were 25mph northbound and 24 mph southbound.

7. 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.
8. These traffic survey results did not give the Council sufficient evidence to recommend further investigations into installing traffic calming measures in Snowden Avenue at that time.
9. It is clear from the petition that residents are still concerned about vehicle speeds and have taken the opportunity to raise these in a petition. It is therefore suggested that the Cabinet Member meets with petitioners and listens to their concerns in greater detail. Subject to the outcome of these discussions the Cabinet Member may be minded to agree to commission further independent speed and traffic surveys in Snowden Avenue, at locations to be agreed with the petitioners and ward councillors, in order to help inform any possible solutions.

Financial Implications

If the Cabinet Member is minded to agree to undertake independent speed and traffic surveys the cost is usually in the region of £80 to £85 per location, which could be funded through an allocation for the transportation and projects service. If works are subsequently required, suitable funding will need to be identified within the Council's 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 the report and confirms that there are no financial implications arising from the recommendations.

Legal Implications

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

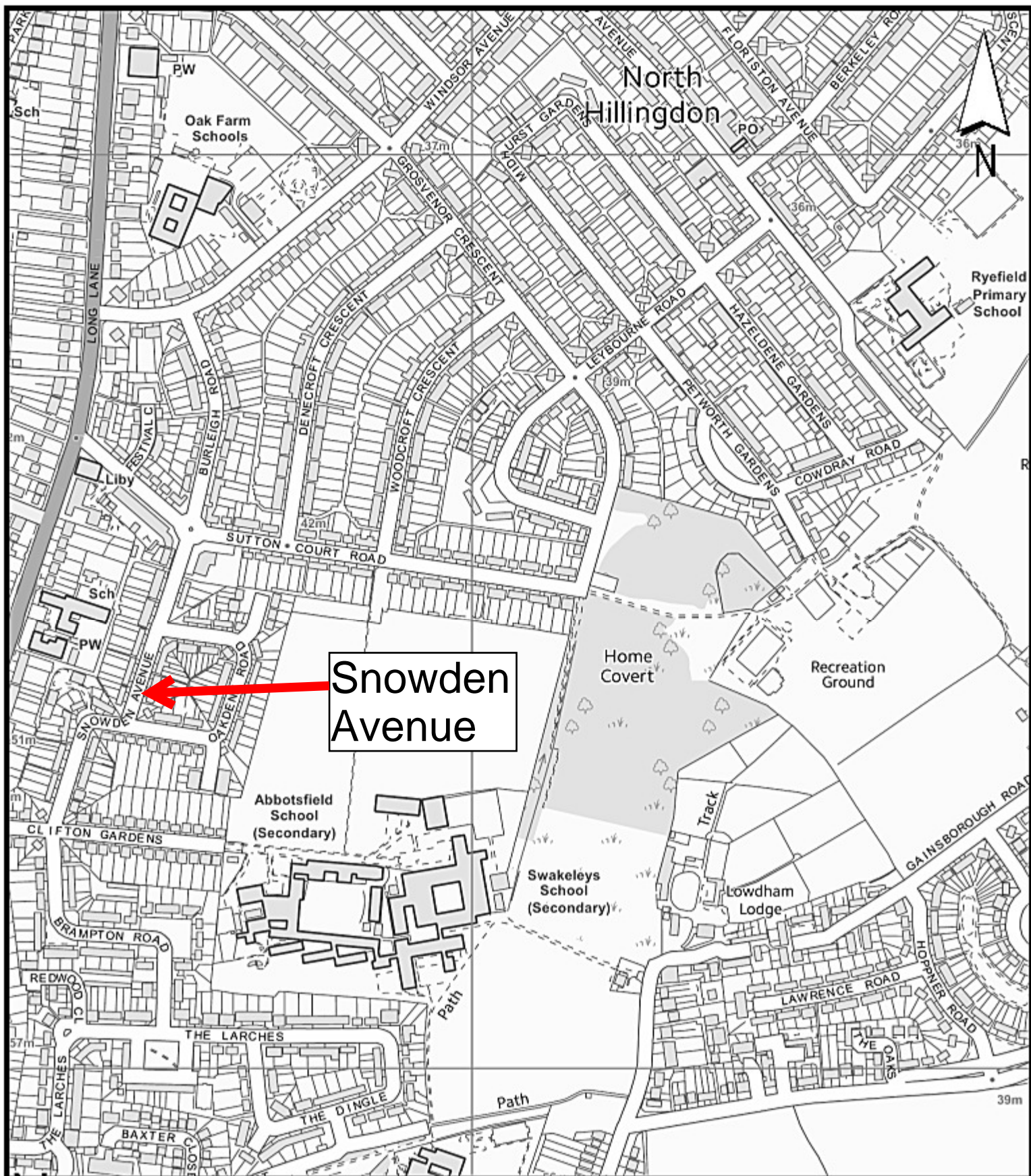
There are no corporate property and construction implications arising from the recommendations in this report.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received



Snowden Avenue, Hillingdon
Petition requesting 20mph speed limit and
raised tables

Appendix A

Date May 2018

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PETITION REQUESTING A PARKING MANAGEMENT SCHEME IN SEFTON WAY, VERONA CLOSE AND FERNES CLOSE, COWLEY

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 introduced in the area around, Sefton Way, Verona Close and Fernes 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', Education and Environmental Services Policy Overview Committee
Ward(s) affected	Uxbridge South

2. RECOMMENDATION

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

- 1. Listens to their request for the introduction of a residents' permit parking scheme in Sefton Way, Verona Close and Fernes Close area; and**
- 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.**

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.

Part I - Public

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 34 signatures has been submitted to the Council requesting the introduction of a residents only permit parking scheme for the area around Sefton Way, Verona Close and Fernes Close, Cowley. A location plan of the area is attached as Appendix A.
2. In an accompanying statement submitted with the petition the residents' concerns are summarised as: *"Request for residents permit parking in Sefton Way/Verona Close/Fernes Way area. This is due to both construction workers and also commuters parking in the streets Mon-Fri between 07:00-18:30, having the effect of preventing residents and visitors parking outside their homes, both during the day and after work. Additionally, once completed, the Union Park development will draw more cars than spaces, as well as the proposed development of the Packet Boat public house land later this/next year. This will also lead to additional cars parking in our streets.*
3. Petitioners have also helpfully suggested that they would like to see the following outcome: *"Permit parking areas/bays for residents and their visitors, (in the areas on the attached map) Mon-Fri. Permits free for the first car, £40 for second car annually, £5 per sheet for 10 vouchers for visitors".* Additionally, residents submitted a plan with the petition indicating the areas on the highway where they would like to see bays marked. On the plan they have suggested *"Permits to be made available to affected households in Sefton Way (1-13) and residents on 1-47 Verona Close who park in Sefton Way".* In effect the petitioners are asking for a Parking Management Scheme but it appears for just a small number of households.
4. Sefton Way, Verona Close and Fernes Close is a mixed residential development comprising of apartments and town type houses and is accessed from High Road, Cowley (A408). The access roads in the development are adopted highway and there are private off-street parking areas. The area is well served by the 222 and U5 bus services and a short walk away is a small parade of local shops.
5. The petition appears to suggest that the possible on-street parking areas that they have identified on their plan should be restricted for use of certain properties in Sefton Way and Verona Close only. 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. The Council does not however, have the powers to allocate parking bays on the highway to a select few individuals and if a residents' permit parking scheme were to be recommended then it will need to be considered over a viable area.
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 Sefton Way, Verona Close and Fernes 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 Sefton Way, Verona Close, Fernes 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 has to address these concerns.

Consultation Carried Out or Required

If the Council subsequently investigates the feasibility to introduce parking restrictions in Sefton Way, Verona Close, Fernes 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 that there are no direct financial implications associated with 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.



Sefton Way, Cowley Location plan

Appendix A

Date June 2018

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DAWLEY PARADE, HAYES - PETITION REQUESTING INCREASED PARKING

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition from requesting additional parking for Dawley Parade.
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 no financial costs associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents', Education and Environmental Services Policy Overview Committee
Ward(s) affected	Botwell

2. RECOMMENDATION

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

- 1. Discusses with petitioners their concerns with parking in Dawley Parade, Hayes; and**
- 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.**

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. An e-petition with 21 signatures has been submitted to the Council under the following heading:

"We the undersigned petition Hillingdon Council to create more parking for Dawley Parade, as people take up spaces for a long time or just block the parade".

2. Dawley Parade is located adjacent to Dawley Road in Botwell ward. A grassed area with mature trees separates Dawley Parade from the main carriageway of Dawley Road. The road is a mixture of residential properties and local shops. From officers' observations it appears that most of the houses along Dawley Parade benefit from off-street parking although it is not clear if the properties located above the shops also have access to parking facilities. There is a private service road to the rear of the local businesses. A location plan of the area is attached as Appendix A.
3. As the Cabinet Member will recall, the Council has implemented sections of double yellow lines at locations along some sections of Dawley Parade and Dallega Close, a cul-de-sac accessed from Dawley Parade, following requests from local residents through the Council's Road Safety Suggestion Programme where inconsiderate parking has caused problems with access and egress.
4. It is not clear from the petition whether the petitioners are asking for a residents permit parking scheme, a "Stop and Shop" parking scheme or a mixture of both.
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 and carry out an informal consultation with the residents and businesses of Dawley Parade. The outcome of this consultation would then be reported back to Ward Councillors and the Cabinet Member to assist the Council in making a decision on how best to proceed.

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 financial implications associated with 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.

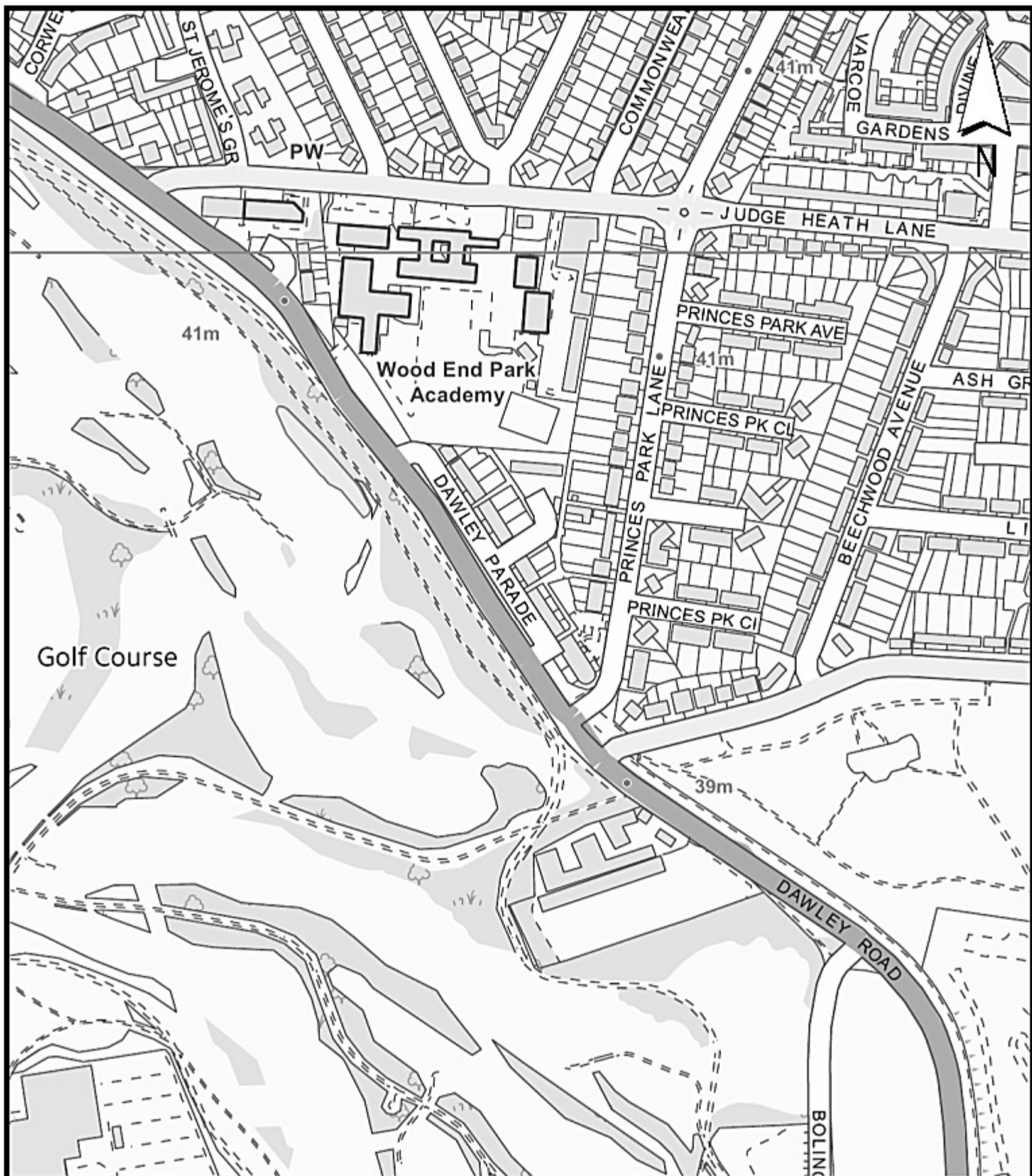
Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received.

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Dawley Parade, Hayes Location plan

Appendix A

Date May 2018

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