



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

Date: WEDNESDAY, 13
FEBRUARY 2019

Time: 7.00 PM

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

**Meeting
Details:** Members of the Public and
Media are welcome to attend.
You can view the agenda
at www.hillingdon.gov.uk or
use a smart phone camera
and scan the code below:



Cabinet Member hearing the petition(s):

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, 5 February 2019

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Putting our residents first

Lloyd White
Head of Democratic Services
London Borough of Hillingdon,
Phase II, Civic Centre, High Street, Uxbridge, UB8 1UW

Useful information for petitioners attending

Travel and parking

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Attending, reporting and filming of meetings

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

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

Emergency procedures

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

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



Agenda

CHAIRMAN'S ANNOUNCEMENTS

PART 1 - MEMBERS, PUBLIC AND PRESS MAY ATTEND

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

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

Time	Subject	Ward
7PM	E-Petition Seeking Inclusion of Highland Drive in PMS Consultation	NORTHWOOD HILLS
7PM	Residents Request To Include Harlyn Drive In Northwood Hills PMS AND Proposed Parking Restrictions In Harlyn Drive, Northwood Hills	NORTHWOOD HILLS
8PM	Petition Against Installation of Parking Restrictions in Parkway, Hillingdon	UXBRIDGE NORTH
8PM	Petition to Request Street Lighting Around Stonefield Park, South Ruislip	SOUTH RUISLIP

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HIGHLAND ROAD, NORTHWOOD HILLS - THE PROPOSED NORTHWOOD HILLS PARKING MANAGEMENT SCHEME

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 requesting that Highland Road is included in the proposed Northwood Hills Parking Management Scheme.
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.
Ward(s) affected	Northwood Hills.

2. RECOMMENDATIONS

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

- 1. Listens to their request for the inclusion of Highland Road in the proposed Northwood Hills Parking Management Scheme; and**
- 2. Subject to the outcome of the above, decides if the request for a Parking Management Scheme for Highland Road should be added to the Council's future parking scheme programme for an informal 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 47 signatures from residents of Highland Road has been submitted to the Council, which represents 33 out of 94 (35%) of households in the road. Included in a covering statement submitted with the petition, the lead petitioner has indicated they would like to see the following outcome:

"That Highland Road be included in the proposed parking management scheme as the four immediate surrounding roads (Lichfield, Winchester, Colchester and York) are included and therefore commuter traffic will inevitable creep into Highland Road thus making the residential parking intolerable."

2. Highland Road is a mainly residential road just a short walk from Northwood Hills Metropolitan Line Underground Station, Joel Street shopping parade and other local amenities. There is a gated access to Northwood Recreation Ground located on Highland Road. A location plan is attached as Appendix A.

3. As the petitioners have alluded, the Council has recently undertaken a formal consultation on a detailed design for a Parking Management Scheme in the Northwood Hills area, also indicated on the plan attached as Appendix B to this report. All the comments received to the formal consultation are currently being analysed and will be presented to the Cabinet Member in a separate report.

4. As the Cabinet Member will be aware, the Council previously received several petitions from residents of the Northwood Hills area. Prior to this petition, the most recent two were one signed by 2512 requesting parking measures to address concerns over non-residential parking, and a second petition with 28 signatures opposing managed parking.

5. As a result of these petitions, a detailed parking stress survey was undertaken in an area agreed with local ward councillors. The data captured showed where the demand on the kerb-side space was most acute, and based on these results, officers undertook an informal consultation with residents on options to manage the parking in their road.

6. The responses received from Highland Road to this informal consultation indicated that 12 residents supported a possible Parking Management Scheme, 9 supported possible waiting restrictions (yellow lines), and 27 responded to say that they were happy with the current arrangements and wanted no change.

7. In accordance with Council practice, where the majority of residents indicate that they do not support a parking scheme, it was recommended that parking arrangements in Highland Road should remain as existing. However, it appears from the petition that the views of residents may

have changed so it is therefore recommended that the Cabinet Member discusses petitioners' concerns and subject to this, decides if this request should be added to the parking scheme programme for further informal consultation.

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 Highland 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 Highland Road and possibly the surrounding area, a further 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.

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

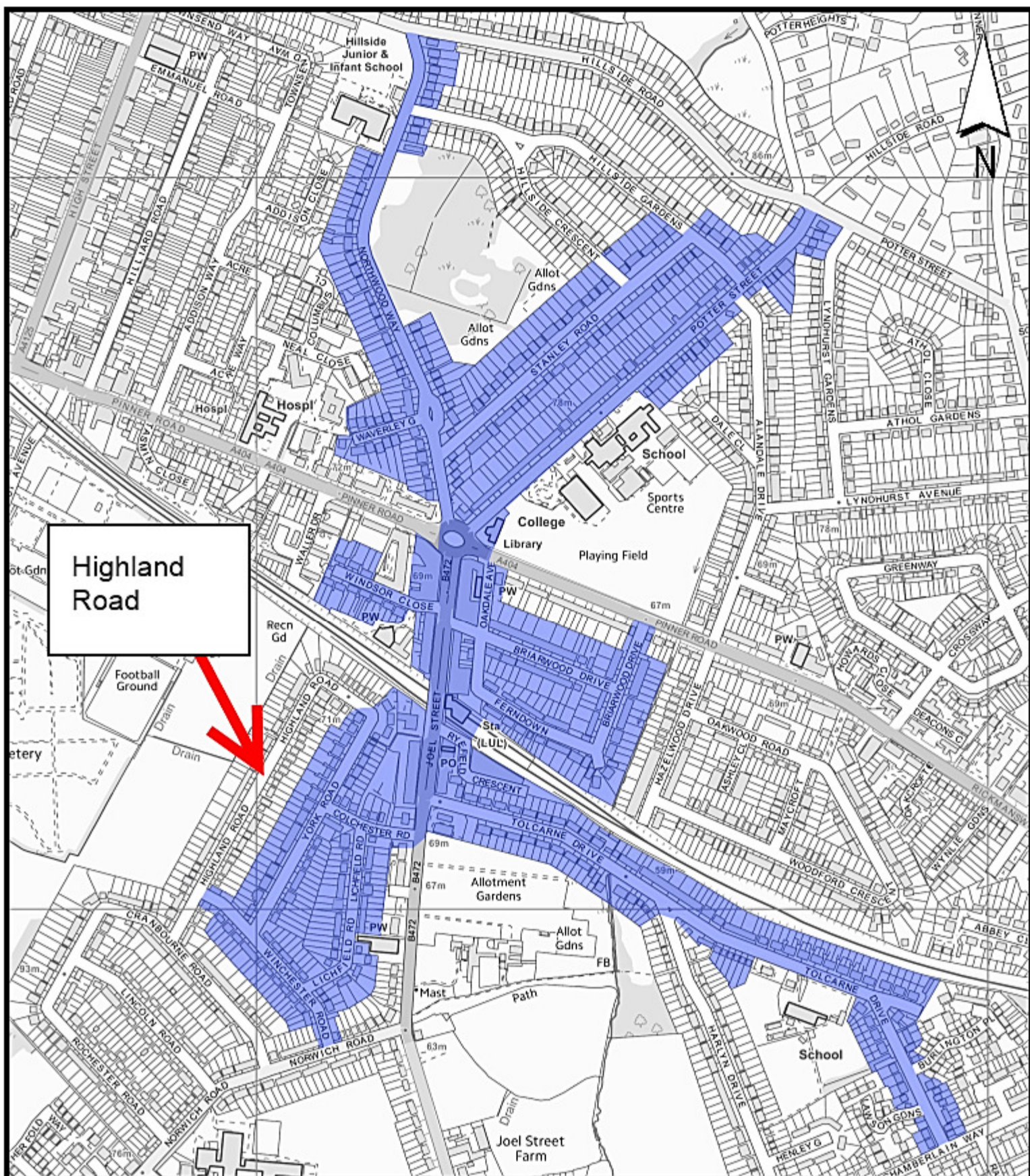
None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received.



Highland Road, Northwood Hills Proposed Northwood Hills Parking Management Scheme

Appendix A

January 2019
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HARLYN DRIVE, PINNER - PETITIONS REQUESTING INCLUSION IN THE PROPOSED NORTHWOOD HILLS PARKING MANAGEMENT SCHEME

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 of Harlyn Drive, Pinner requesting that their road is included in the proposed Northwood Hills Parking Management Scheme.
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.
Ward(s) affected	Northwood Hills.

2. RECOMMENDATIONS

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

- 1. Listens to their request for the inclusion of Harlyn Drive in the proposed Northwood Hills Parking Management Scheme; and**
- 2. Subject to the outcome of the above, decides if the request for the inclusion of Harlyn Drive within the proposed Northwood Hills Parking Management Scheme should be added to the Council's future parking scheme programme for an informal 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. This petition with 35 signatures, mainly signed by residents of Harlyn Drive which represents 28 out of 90 (31%) of households in the road has been submitted under the following heading;

"Harlyn Drive is affected by the proposed parking restrictions should have been consulted. In the event of the proposals being implemented, Harlyn Drive must be included."

2. In a covering letter submitted to the Council the lead petitioner makes the following points;

"I write on behalf of all the signatories who have signed the petition attached to this letter.

The residents of this road were not originally consulted with regard to an informal consultation in the Northwood Hills area relating to the problems being caused primarily by 'commuter' traffic parking in our area as Northwood Hills, unlike neighbouring Northwood and Pinner, does not possess a station car park. We understand that the initial consultation included roads within 500 metres of Northwood Hills Station.

Having been passed a letter received by a resident in neighbouring Tolcarne Drive we are now aware of plans to introduce a parking management scheme in this neighbourhood that will not include this road, even though we are situated nearer to the station than some roads included in the scheme, both Winchester Road and Waverley Gardens being examples. Furthermore, other roads, other roads, whilst the entry to the road is indeed within the 500 metres "boundary", have been included by total length and thus the restriction will spread much further than our own road, for example Potter Street and neighbouring Tolcarne Drive.

Harlyn Drive is about 700 metres from the tube station, and so the inevitable result of the proposed restrictions is that the 'commuter' traffic will now park in our road, a road with maisonettes which do not have their own driveways as well as many houses that do possess such. We already have traffic and parking problems because of the expanding Harlyn Primary School which is right on our "doorstep" so our being excluded from these proposed restrictions will only make our traffic situation worse and with small school children in the area, far more dangerous.

We urgently request a review of these proposals: any changes being proposed should include this road, and we urge that the Council takes another good hard look at this scheme. The fact that Harlyn Drive has been excluded in the first place is inexcusable."

3. The Cabinet Member will also be aware that an e-petition has also been submitted to the Council with 29 valid signatures under the following heading:

"We the undersigned petition Hillingdon Council to include Harlyn Drive in the proposed parking restrictions consultation. In the event of the proposals being implemented, Harlyn Drive must be included."

Justification:

Harlyn Drive is affected by the proposed parking restrictions and the residents should have been consulted."

Although e-petitions require a minimum of 100 signatures to be valid, it seems appropriate that this e-petition is considered as it supports the residents' desired outcome which is to include Harlyn Drive in a possible Parking Management Scheme.

4. Harlyn Drive is a mainly residential road within Northwood Hills Ward and is a short walk to Northwood Hills Metropolitan Line Station and the shopping facilities on Joel Street. The Pinner Driving Test Centre is located on nearby Tolcarne Drive and there is a rear access to Harlyn School located on Harlyn Drive.

5. As the Cabinet Member will be aware, the Council previously received several petitions from residents of the Northwood Hills area. Prior to this petition, the most recent two were one signed by 2512 requesting parking measures to address concerns over non-residential parking and a second petition with 28 signatures opposing managed parking.

6. As a result of these petitions a detailed parking stress survey was undertaken in an area agreed with local ward councillors which included Harlyn Drive. The surveys were undertaken by an independent specialist company who visited each road every two hours over three separate days. The data captured from Harlyn Drive showed that the parking occupancy levels against capacity in Harlyn Drive were between 42% and 63%. Where the demand on the kerb-side space was most acute, (above 70%), and with the added benefit of local ward councillors' knowledge of the area, officers undertook an informal consultation with residents on options to manage the parking in their road as shown on the plan attached as Appendix A to this report.

7. It is clear from the petitions that have been submitted by residents of Harlyn Drive that they are concerned with possible parking transfer if a Parking Management Scheme is implemented in roads that are closer to Northwood Hills Station. A separate report on the results of the formal consultation on a detailed design is currently being prepared for consideration by the Cabinet Member.

8. It is, therefore, recommended that the Cabinet Member meets with petitioners and listens to their concerns. Subject to the outcome of these discussions he may then wish to decide if the Council should add this request to the Parking Scheme Programme for further consultation on options to manage the parking in Harlyn Drive and other possible roads agreed with local ward councillors.

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 Harlyn Drive 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 Harlyn Drive and possibly surrounding roads, a further 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

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 officer 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.

Corporate Property and Construction

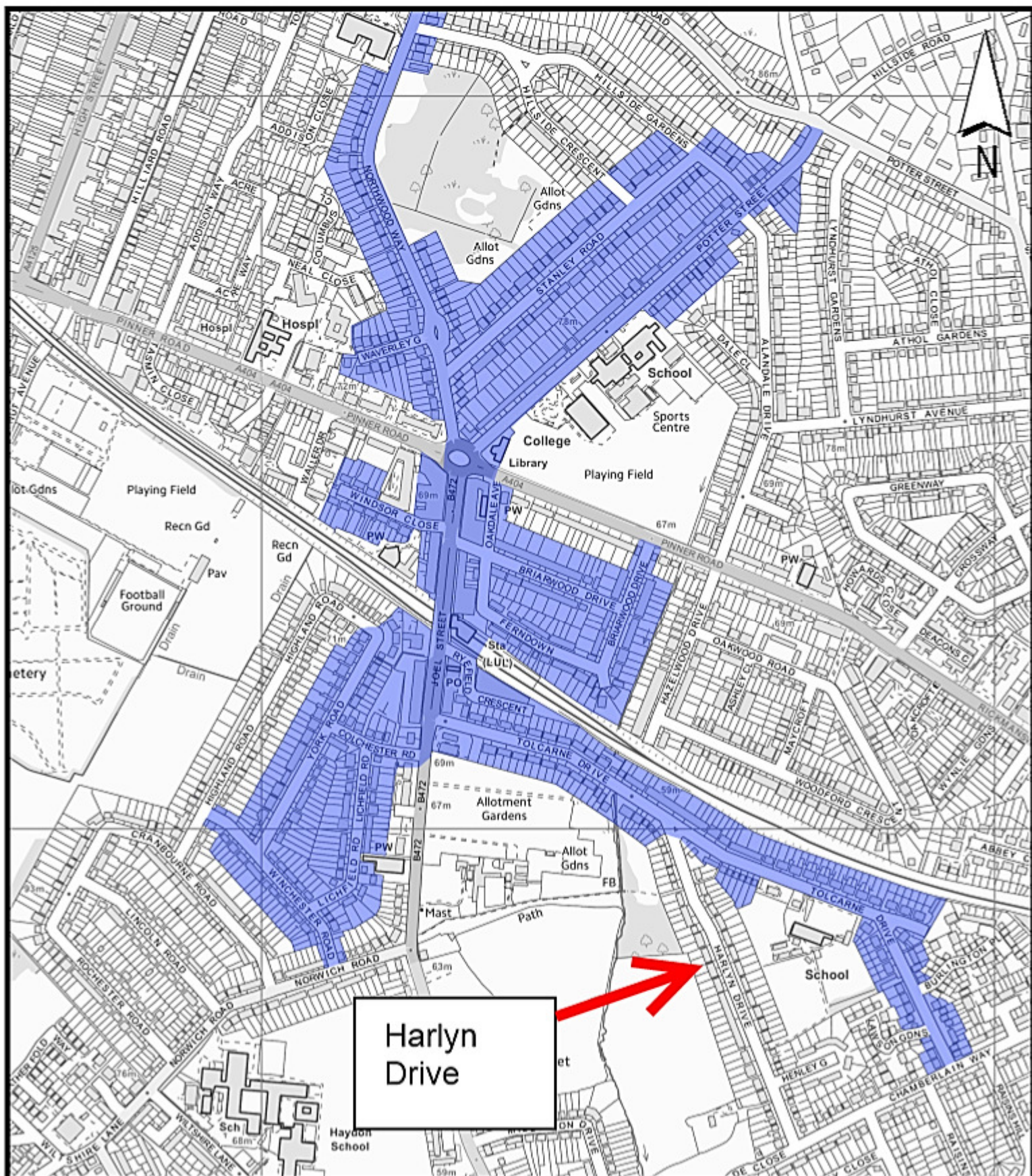
None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petitions received.



Harlyn Drive, Northwood Hills Proposed Northwood Hills Parking Management Scheme

Appendix A

January 2019
Scale 1:7,500

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PARKWAY, HILLINGDON - PETITION OPPOSING THE INTRODUCTION OF WAITING RESTRICTIONS

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition relating to the introduction of waiting restrictions in Parkway, Hillingdon. This petition is broadly opposed to the introduction of waiting restrictions and suggests a Parking Management Scheme to be considered as an alternative.
Contribution to our plans and strategies	The request can be considered as part of the Council's strategy for on-street parking.
Financial Cost	There are none associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents, Education and Environmental Services.
Ward(s) affected	Uxbridge North.

2. RECOMMENDATIONS

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

1. Discusses with petitioners their concerns relating to the waiting restrictions which have recently been introduced in Parkway, Hillingdon;
2. Notes that the present scheme in Parkway came about as a direct consequence of a previous petition and subsequent consultations;
3. Discusses with petitioners their suggestion to make Parkway, Hillingdon part of a Parking Management Scheme and explains to them the Council's current parking permits policy;

4. Subject to the above, decides if residents of Parkway, Hillingdon should be informally consulted on the option of a Parking Management Scheme to replace the current waiting restrictions; and

5. Asks officers to undertake traffic surveys, at locations agreed by the petitioners and then report back to the Cabinet member and local Ward Councillors.

Reasons for recommendations

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

Alternative options considered / risk management

None at this stage.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. The petition, which is the subject of this report, has 41 signatures representing 15 households, and has been submitted in opposition to the introduction of waiting restrictions throughout Parkway. The petition has been submitted to the Council with the following request:

"I, like many other residents on Parkway have young children and the on street parking along Parkway -where I have resided safely now for over 6 years -has contributed to a vastly reduced driving speed along the entire road, the proposal of parking restrictions will inevitably lead to traffic 'zooming' along an otherwise clear and open road, therefore putting not only my children, but all the children along Parkway in mortal danger due to the increased driving speeds. Having no cars parked on the road will allow drivers to speed up and down the road especially during school crossing times.

If London Borough of Hillingdon will grant 2 free resident permits this will enable some of us to park our car outside on the road which will slow down any heavy traffic due to St Helens school and the park.

After meeting with many residents on the road we were very upset to find out that we as residents did not get our own parking in front of our own homes. This is very unfair to us and all the residents that live on the road. The majority of the residents who signed the original petition were advised that there would be parking permits available for all residents. Which is very important to all residents that live on the road.

Our desired outcome is that we would like to have 2 free residents' permits similar to which you have outcome on Tudor way (post code: UB10 9AA) as this will allow residents to park their cars outside and help reduce speeding on our road."

2. The Cabinet Member will be aware that the current parking restrictions now operational in Parkway were developed as a direct result of a previous well-supported petition from the residents asking the Council to consider introducing some form of parking control to prevent all day parking. To establish if the majority would support the introduction of parking restrictions in their road, an informal consultation with residents was undertaken on options to manage the parking in Parkway. The outcome of this consultation revealed the vast majority of residents who responded supported the suggestion for waiting restrictions instead of either a Parking Management Scheme or no change. Attached as Appendix B is a summary of the responses received to the informal consultation.
3. Subsequently, detailed proposals for waiting restrictions throughout Parkway, including the private section of the road which leads to the Car Park for Court Park, were developed. Formal consultation was carried out, during which letters and plans of proposals were delivered to all properties in Parkway and public notices were displayed on site and placed in the Uxbridge Gazette newspaper. As the Cabinet Member and Ward Members will recall, there were no objections received to the proposed restrictions during the formal consultation period. On that basis, Members decided that there was a mandate to proceed with the scheme as consulted upon.
4. As this petition was received after consultation on the proposals had concluded and only a short time before the waiting restriction were due to be installed, the Council installed the waiting restrictions in Parkway as they were proposed. Attached as Appendix A is a plan of Parkway showing the current waiting restrictions.
5. It would appear petitioners are now indicating that they would prefer a Parking Management Scheme in Parkway to allow residents and their visitors to park in parts of the street during the operational times of the restrictions. Although during the previous consultation the vast majority of residents did not support this option, it is conceivable that residents' views may have changed one way or another since the waiting restrictions have been introduced.
6. To address the concerns of petitioners and to establish if residents' opinions have changed, the Cabinet Member may wish to instruct officers to conduct a further informal consultation with the residents of Parkway on the option of a Parking Management Scheme. The results of the consultation can then be discussed with the Cabinet Member and the local Ward Councillors for further consideration.
7. Within the petition heading the lead petitioner has asked if two free permits per household could be issued. For clarification purposes it is recommended that the Cabinet Member explains to petitioners that it is the Council's current policy for Parking Management Schemes to issue one free parking permit and a book of 10 visitor vouchers per household per annum. Additional parking permits are currently charged at £40 per annum and further books of 10 visitor vouchers cost £5. The Cabinet Member may wish to point out that these charges are amongst the lowest in London. It should also be explained to petitioners that parking permits can only be issued to vehicles that are registered at a resident's address within the scheme or vehicles which residents can provide evidence that they have full time use of. However, if the Cabinet Member agrees to undertake a further informal consultation on a Parking Management Scheme further information would be provided to residents.
8. Petitioners have suggested that the recent introduction of parking restrictions may have resulted in an increase of vehicles speeds within Parkway. To help establish if speeding in Parkway is an issue since parking restrictions have been introduced in the road, the Cabinet

Member may be minded to agree to commission independent 24/7 speed and traffic surveys at locations to be agreed with the petitioners and Ward Councillors.

Financial Implications

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

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

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

Consultation Carried Out or Required

None at this stage.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and concurs 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 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.

Corporate Property and Construction

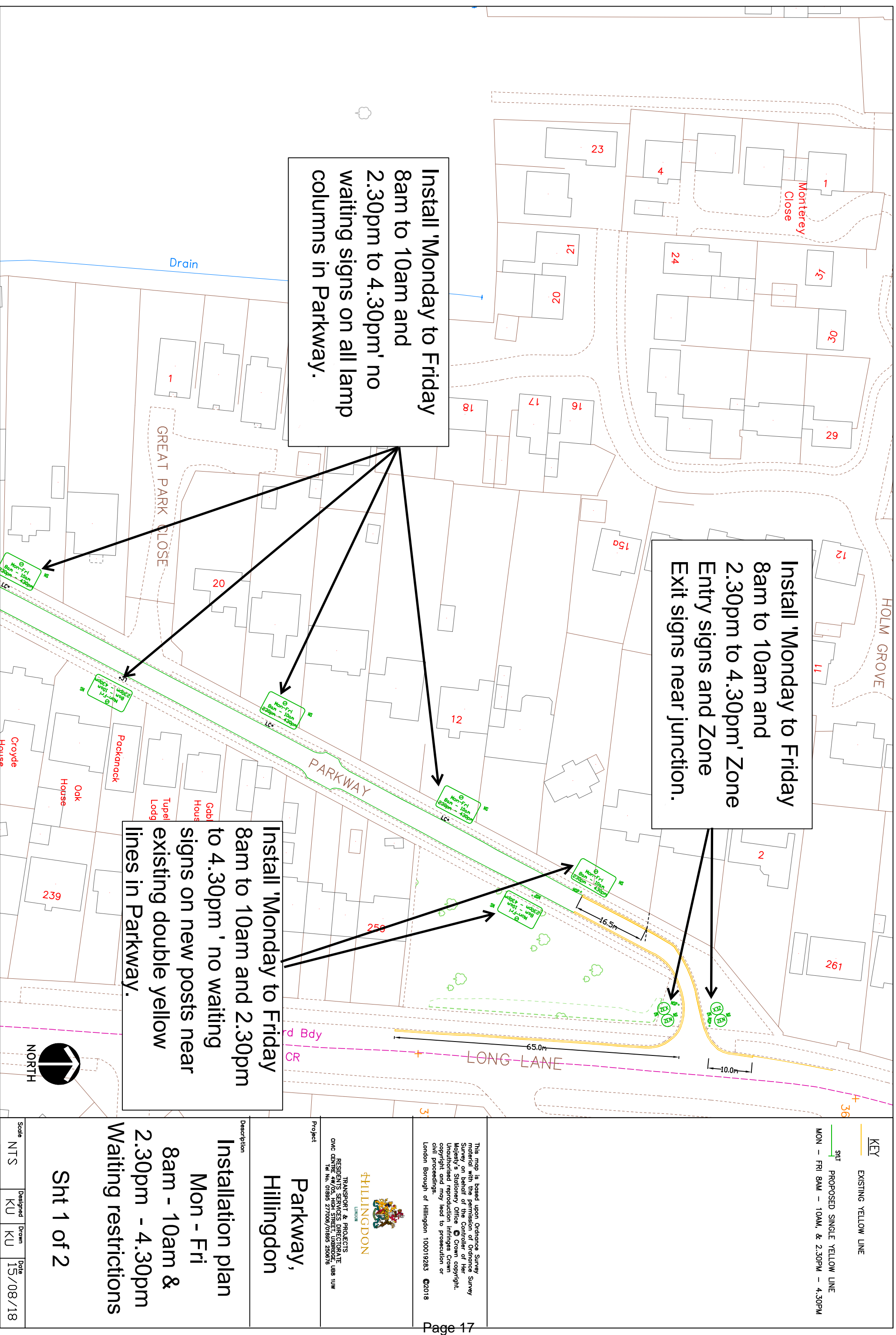
None at this stage.

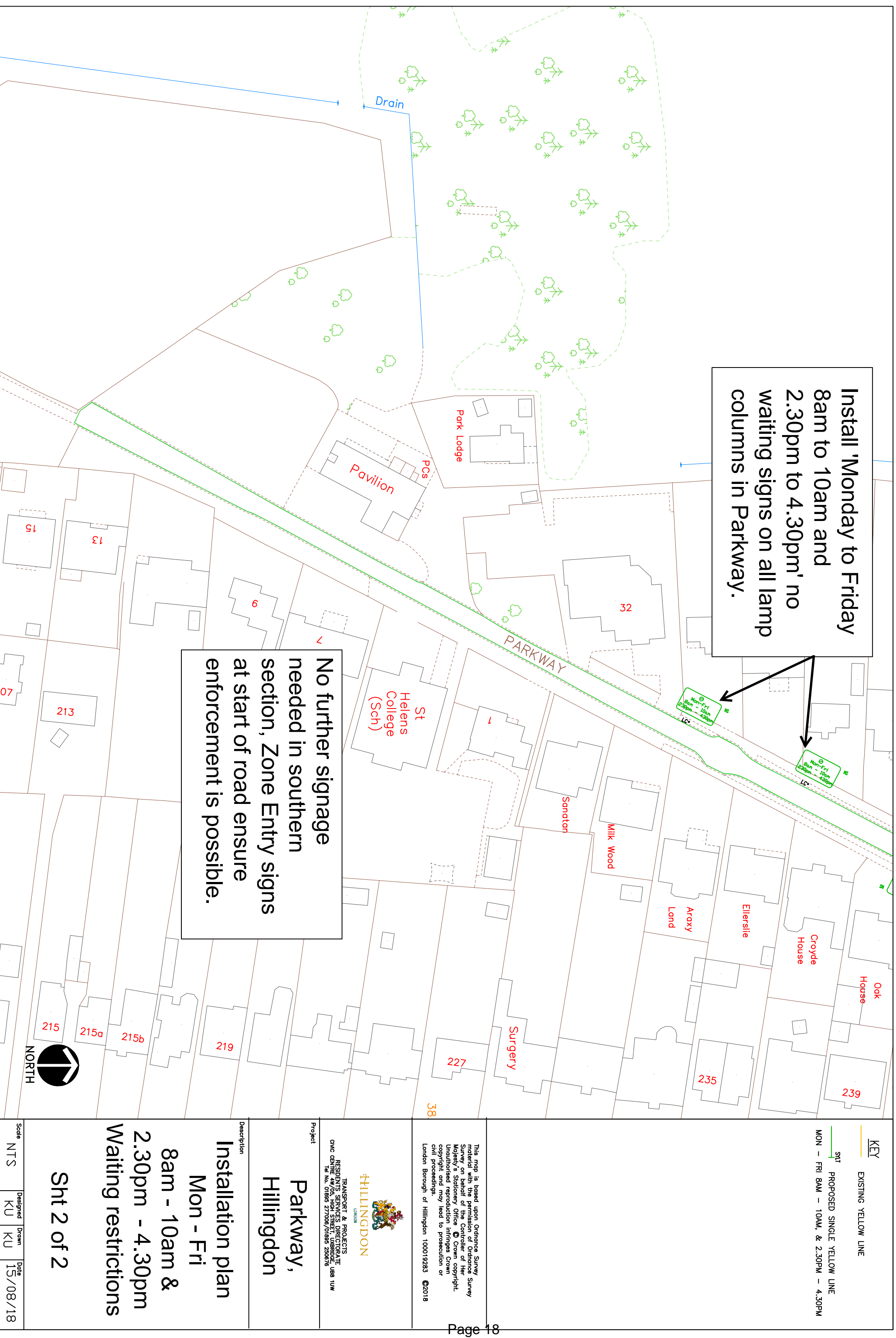
Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received - 26th October 2018.





Informal consultation for possible parking restrictions in Parkway, Hillingdon		
I would prefer limited time waiting restrictions to be installed in Parkway	I would prefer Parkway to be included in a possible Parking Management Scheme	I would prefer no changes to the current parking arrangements in Parkway
15	3	3
If parking restrictions were introduced in Parkway what times would you prefer that these operated?		
Monday to Friday 9am to 5pm	Monday to Friday 8am to 10am and 2.30pm to 4.30pm	Monday to Friday 11am to Middyay
4	13	2

Void responses	1
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Response rate		
22	/	36
61%		

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PETITION REQUESTING THE INTRODUCTION OF LIGHTING IN STONEFIELD PARK, SOUTH RUISLIP

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	David Knowles, Residents Services
Papers with report	Appendices A, B, C

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition requesting the introduction of lighting to Stonefield Park.
Contribution to our plans and strategies	The request can be considered in relation to the Council's strategies for road safety and green spaces.
Financial Cost	There are no direct financial implications associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents, Education and Environmental Services.
Ward(s) affected	South Ruislip.

2. RECOMMENDATION

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

- 1. Listens to their concerns regarding Stonefield Park;**
- 2. Notes that the Council, in common with many other local authorities, generally does not retrospectively introduce artificial lighting within its established parks and open spaces;**
- 3. Notes that the allegations of drug dealing have been referred to the Police, as set out in the body of the report;**
- 4. Whilst welcoming the early engagement with Bourne Primary School referenced in the body of the report, nevertheless asks Ward Members to further encourage the school to work with the Council's Road Safety and School Travel Team;**
- 5. Encourages the petitioners themselves to offer to engage with the school as part of this further dialogue;**

Reasons for recommendations

To allow the Cabinet Member to discuss with petitioners their concerns.

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 67 valid signatures has been submitted to the Council. Although the petition appears in part to seek enhanced lighting within Stonefield Park, South Ruislip, it also alludes to underlying issues of concern. The petition heading is worded as follows:

"Stonefield Park is currently unlit. Parents/ Children in winter face a daunting walk out of school into a dark unlit park. Our Children should be our top priority and lighting the park would make them feel safe. We the undersigned call on Hillingdon Council to provide lighting to this area in order to make our community a safer place. Dear Council, it has been a concerning factor for residents for some time now. We have now approached jointly to petition for the immediate resolution of lighting for the safety of residents and children. The area we are targeting is Stonefield Park. Children exiting from the school and taking exit routes to all five exits of the park have to walk in pitch black which is not safe. More recently we have had a number of issues with drug dealing as well. As winter approaches we would like parents/ concerned residents to feel safe walking in and out of the park."

2. Stonefield Park is a long-established green space in South Ruislip which is owned and maintained by the Council. The park and nearby road layout is shown in Appendix A attached, whilst Appendix B shows the wider context of the park's location within the area.

3. The park is situated to the east of West End Road, and is immediately adjacent to Bourne Primary School. There are six formal gated entrances, the locations of which are indicated on the plan at Appendix A and are illustrated in greater detail in the photographs set out in Appendix C. These gates are not actively opened and closed.

4. The park itself is essentially a large flat grassed space, bordered on most sides by residential premises, other than where it runs along the side of Bourne Primary School. The park benefits from an outdoor gym and separate children's play area.

5. The Cabinet Member will appreciate and wish to make clear to the petitioners that whilst their request has been addressed to the Council as a whole, the matters it raises embrace more than one portfolio.

6. Whilst transport and planning matters are considered by the Cabinet Member for Planning, Transportation and Recycling, all matters related to Parks and Green Spaces are overseen by the Cabinet Member for Finance, Property and Business Services, and therefore any changes that might be proposed or considered for Stonefield Park should also be subject to his approval.

7. The purpose of the petition hearing will be for the Cabinet Member for Planning, Transportation and Recycling to hear the representation and case made by the petitioners on behalf of the Council and, subject to the outcome of this, determine whether he wishes to discuss the matter with his Cabinet colleagues and decided whether further investigations and studies are required.

8. The petitioners have highlighted two specific areas of concern, namely the safety of children (and their parents or guardians) using the park in periods of darkness, and reported incidents of anti-social behaviour and illegal activities, such as drug dealing, in the area.

9. The Cabinet Member may be aware that as a general principle, the Council, in common with many other local authorities, does not usually support the introduction of artificial streetlighting within established green spaces, parks included. This can be for a number of reasons including all or some of the following:

- Artificial lighting can interfere with the visual amenity of the green space - in other words, it introduces something with an 'urban' character into a place which is essentially intended to be more natural;
- Lighting can have a detrimental effect on the local nature of the scheme, impacting night-dwelling invertebrates and other wildlife, some of which is protected by legal statute;
- The introduction of lighting brings with it considerable cost and disruption at the installation stage, and an ongoing cost to run and maintain (however, the modern equipment adopted by the Council is far more energy-efficient than older lighting infrastructure);
- There is a risk that lighting overspill might generate 'light pollution' in nearby homes.

10. The plan at Appendix A clearly indicates the extensive streetlighting in nearby streets, with several lamp columns adjacent to entrances to the green space.

11. The Cabinet Member will be aware that the Council's Antisocial Behaviour Team works closely with their counterparts at the Metropolitan Police to jointly tackle such serious antisocial and illegal matters, and the petitioners' concerns referenced in their petition have already been shared with these bodies.

12. The Council's Antisocial Behaviour Team has cross-referenced their records as regards ASB incidents in the park. There have not been any incidents reported to them which would support the introduction of lighting. In summary, their records for the past three years include an illegal traveller encampment (which was quickly dealt with), an issue related to cycling in the park, and two incidents of graffiti and damage to the play equipment. It should be noted that serious criminal behaviour would normally be reported to the Metropolitan Police and not the Council's ASB team.

13. The Cabinet Member may however seek further testimony from petitioners, and this may be further shared as appropriate with the Police or Council teams as applicable.

14. The petitioners have stated that '*Parents/ Children in winter face a daunting walk out of school into a dark unlit park*'. In general, most school day activities take place during the hours of daylight, although it is understood that there may be some after-school clubs and similar activities which may mean that there is greater likelihood that some members of the school community may find themselves using the unlit park paths after sunset.

15. To date, this has not been highlighted by any of the local schools as a specific concern, although it is appreciated that the petitioners have made reference to the issue, and they may wish to expand on their concerns and any representations which conceivably they may have independently raised with the school(s) themselves. Further information on the times of the school day at Bourne Primary is referenced later in the report.

16. The Cabinet Member will be aware that the Council's dedicated Road Safety and School Travel Team ('RS&STT') works with the majority of the schools in the Borough. More than 75% of the Borough's schools work with the RS&STT in some way that benefits them materially. Services offered include appropriate pedestrian and cycle training, tailored as necessary to the year groups involved, but the team is also keen to work with individual schools to help improve the safety and sustainability of all the journeys made by the school community.

17. Until recently, Bourne Primary had not chosen to work with the RS&ST team in this manner, despite a series of regular overtures; however upon receipt of the present petition, the team repeated its invitation to the school to encourage them to work with the Council so that there can be shared understanding of ways to improve the safety of their pupils. This has resulted in welcome engagement between the school and the RS&STT.

18. As part of this dialogue, the team asked the school for a 'post code plot' and a class 'hands up' survey on how children travel to and from school, which will assist the RS&STT to better understand the routes that children are obliged to follow as part of their journeys to and from school. The school has indicated that their primary safety concerns relate to the roads in the area rather than any specific worries about the park.

19. The RS&STT will be pleased to investigate these wider concerns, and it is possible that the petitioners may wish to be part of this dialogue. It may be, for example, that the school may wish to investigate the deployment of staff or parent volunteer marshals at the park entrance at times where the light levels are poor.

20. The school has helpfully provided the following information on key times during the school day:

- Breakfast Club - 07:45 - 08:45 (typically six pupils)
- School gates open at 08:30
- Soft start - Children can go into their classrooms from 08:40
- School finishes - 15:00
- After School Club - 15:00 - 18:00 (Never more than 16 but varies day to day)

21. In summary, the Cabinet Member may wish to meet with the petitioners and hear the detail of their concerns. He may wish to advise the petitioners that whilst their request for lighting inside the perimeter of Stonefield Park will not be progressed, their concerns may prompt further work by officers and the school, and with that in mind, he may wish to encourage the petitioners, parents, guardians and ward members to work with the school to establish what other improvements may be viable in the circumstances.

Financial Implications

There are no direct financial implications associated with the recommendations to this report; however if the Council were to consider progressing a lighting scheme, 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

None at this stage, although should the request be processed into further studies, a range of stakeholders will need to be engaged and their views sought.

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 Implications

The Borough Solicitor confirms that there are no specific legal implications arising from this report.

Corporate Property and Construction

None at this stage.

Relevant Service Groups

None at this stage.

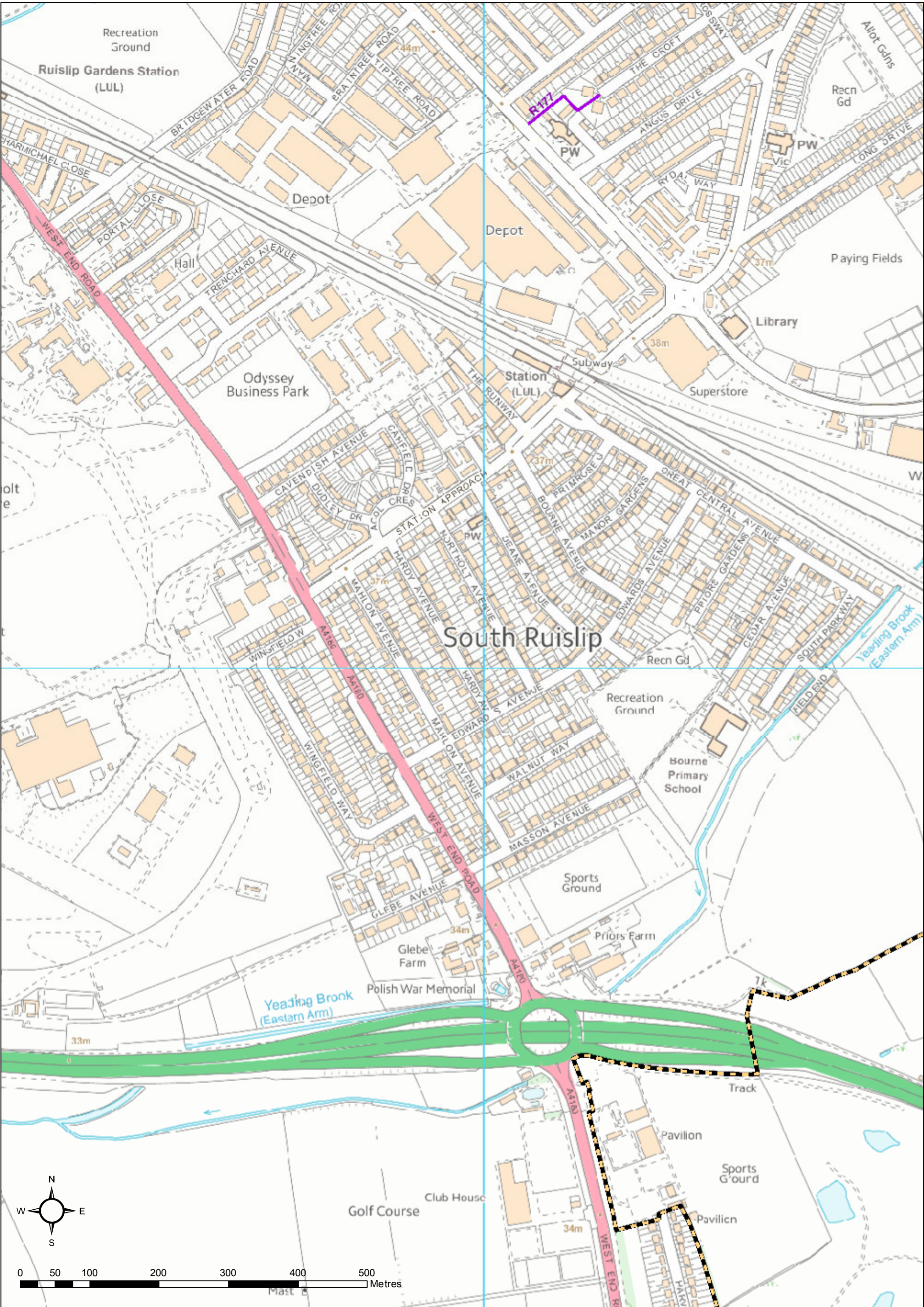
6. BACKGROUND PAPERS

Petition received.

Appendix A: Stonefield Park



Appendix B: Stonefield Park in Context - Local Area



APPENDIX C: PHOTOS OF THE SIX ENTRANCES TO STONEFIELD PARK



Masson Avenue (above)



Walnut Way (above)



Nairn Road (above)

For location of each entrance, see Appendix A
Page 28



Frazer Avenue (above)



Priors Gardens (above)



Cedar Avenue (above; also showing entrance to Bourne Primary School at left)

APPENDIX D - BOURNE PRIMARY SCHOOL POST CODE PLOTS (Zoomed in and out)

