



Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

Date: WEDNESDAY, 13 MARCH
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, 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 March 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

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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	7pm	Parkway, Hillingdon - Petition Opposing The Introduction Of Waiting Restrictions	Uxbridge North	1 - 8
5	7pm	Petition Requesting An Extension To The Eastcote "Resident Only Parking" Scheme In Lowlands Road, Eastcote	Eastcote & East Ruislip	9 - 14
6	7.30pm	Hyde Way, Hayes - Petition Requesting A Controlled Parking Zone	Pinkwell	15 - 20
7	8pm	Petition Requesting Improvements To The Footway, Double Yellow Lines and Parking Bays For Cranborne Waye and Wimborne Avenue, Hayes	Barnhill	21 - 26
8	8pm	Petition Requesting Parking Restrictions In The Vicinity Of Ruislip Lido	West Ruislip	27 - 32

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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 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.

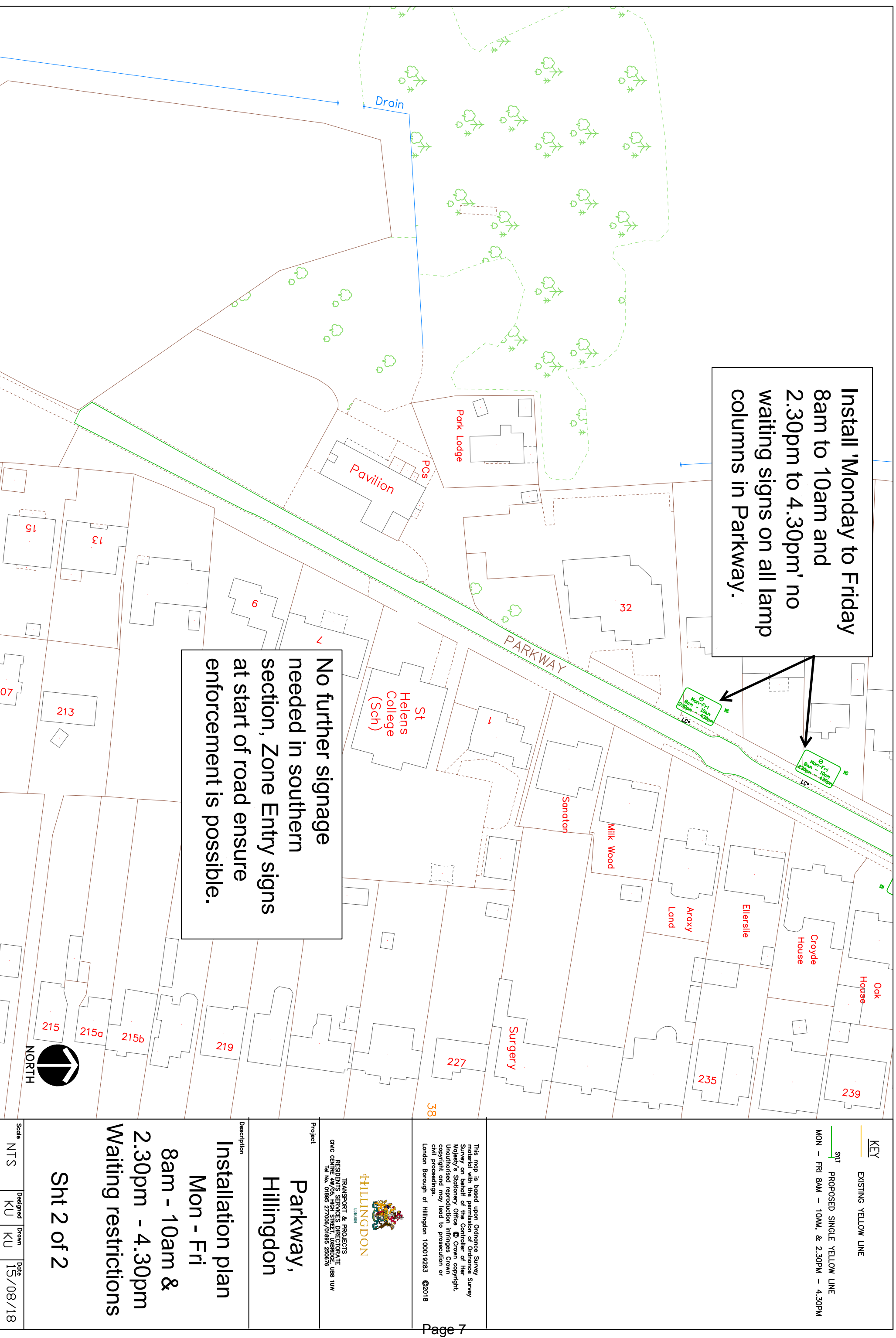
Relevant Service Groups

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%		

PETITION REQUESTING AN EXTENSION TO THE EASTCOTE "RESIDENT ONLY PARKING" SCHEME IN LOWLANDS ROAD, 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 an extension to the Eastcote Parking Management Scheme for Lowlands Road, 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 financial implications associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents, Education and Environmental Services.
Ward(s) affected	Eastcote and East Ruislip

2. RECOMMENDATIONS

Meeting with the Petitioners, the Cabinet Member:

- 1. Listens to their request for the extension to the Eastcote Parking Management Scheme for Lowlands Road, 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 options to manage parking in a possible area agreed with local Ward Councillors.**

Reasons for recommendations

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

Alternative options considered / risk management

These will be discussed with petitioners.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 21 valid signatures has been submitted to the Council signed by residents of Lowlands Road, Eastcote.

2. In an accompanying statement submitted the lead petitioner has helpfully provided the following additional information:

"Due to daily parking congestion in the section of Lowlands Road between The Link and Devonshire Road, the residents are petitioning for an extension of the current Eastcote Permit Parking Scheme for that section of the road."

The lead petitioner also goes on to say those residents would like to see the following outcome:

"The Council to approve the extension of the Residents Parking Scheme, which is currently operational in neighbouring Abbotsbury Gardens, Devonshire Road and Boldmere Road, to the lower parts of Lowlands Road."

This request applies to the section of Lowlands Road between The Link and Devonshire Road."

3. Lowlands Road is a mainly residential road just a short walk to Eastcote Town Centre, Metropolitan and Piccadilly Line Station and other local amenities. The main entrance to Lowlands Tennis and Social Club is located on Lowlands Road and their car park entrance is located on The Link. A location plan of the area showing Lowlands Road and the extent of the existing scheme is attached as Appendix A to this report. Lowlands Road is also close to the Borough boundary with the London Borough of Harrow with Cannon Lane Primary School situated just into Harrow.

4. As the petitioners have alluded, the majority of nearby roads already benefit from a residents' only permit parking scheme which operates Monday to Saturday 9am - 5pm. The last time that residents of Lowlands Road were consulted on options to manage the parking in their road was in 2009 and at the time 37 responses indicated they were happy with the current parking arrangements and 16 supported a possible Parking Management Scheme.

5. However, as some time has elapsed since the last informal consultation and, in view of the recent petition, 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 financial implications associated with the recommendations to this report; however if the Council were to consider the introduction of managed parking in Lowlands 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 recommendations?

To allow the Cabinet Member to consider the petitioners' request.

Consultation Carried Out or Required

If the Council subsequently investigates the feasibility of introducing managed parking in Lowlands Road and possibly 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 concludes that there are no direct financial implications associated with this report.

Legal

It is important that decision-makers have no personal interest in the subject on which they are adjudicating, and should declare and preclude their participation in the decision R v Bow Street Metropolitan Stipendiary Magistrate, ex parte Pinochet Ungarte (No 2) [2001] 1 AC 119.

It will often be necessary to engage in legitimate informal dialogue with those who would be impacted by any changes or those with a particular interest; prior to a formal consultation to obtain initial evidence and to gain an understanding of the issues that will need to be raised in the formal consultation.

It is necessary for the decision makers to communicate and seek the views of those that need to know about the potential changes at a formative stage (such as nearby Schools, doctor surgeries, local businesses, resident associations, and voluntary and community groups etc) that are in close proximity to Lowlands Road Eastcote. This in turn will avoid issues with bias and prejudice.

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 recommendations. Accordingly, the Council must balance the concerns of the objectors with its statutory duty to secure the expeditious, convenient, safe movement of vehicular and stationed parking, with other traffic. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

During the informal consultation, Members are guided to be mindful of the legal requirements for a proper consultation exercise known as the Sedley requirements, adopted by Hodgson J in R v Brent London Borough Council, ex parte Gunning (1985) 84 LGR 168, being:

- Consultation must be made at a time when proposals are at a formative stage;
- Sufficient reasons for the proposal must be given to allow intelligent consideration response;
- Adequate time must be given for a response; and
- The product of the consultation must be conscientiously taken into account in finalising proposals.

Should the outcome of the informal discussions with petitioners require that officers include the petitioners' request and other possible options in the Road Safety Programme, there will need to be consideration of Highways Act 1980, the Road Traffic Regulation Act 1984, the Traffic Signs Regulations and General Directions 2016, which govern road traffic orders, traffic signs and road markings.

Corporate Property and Construction

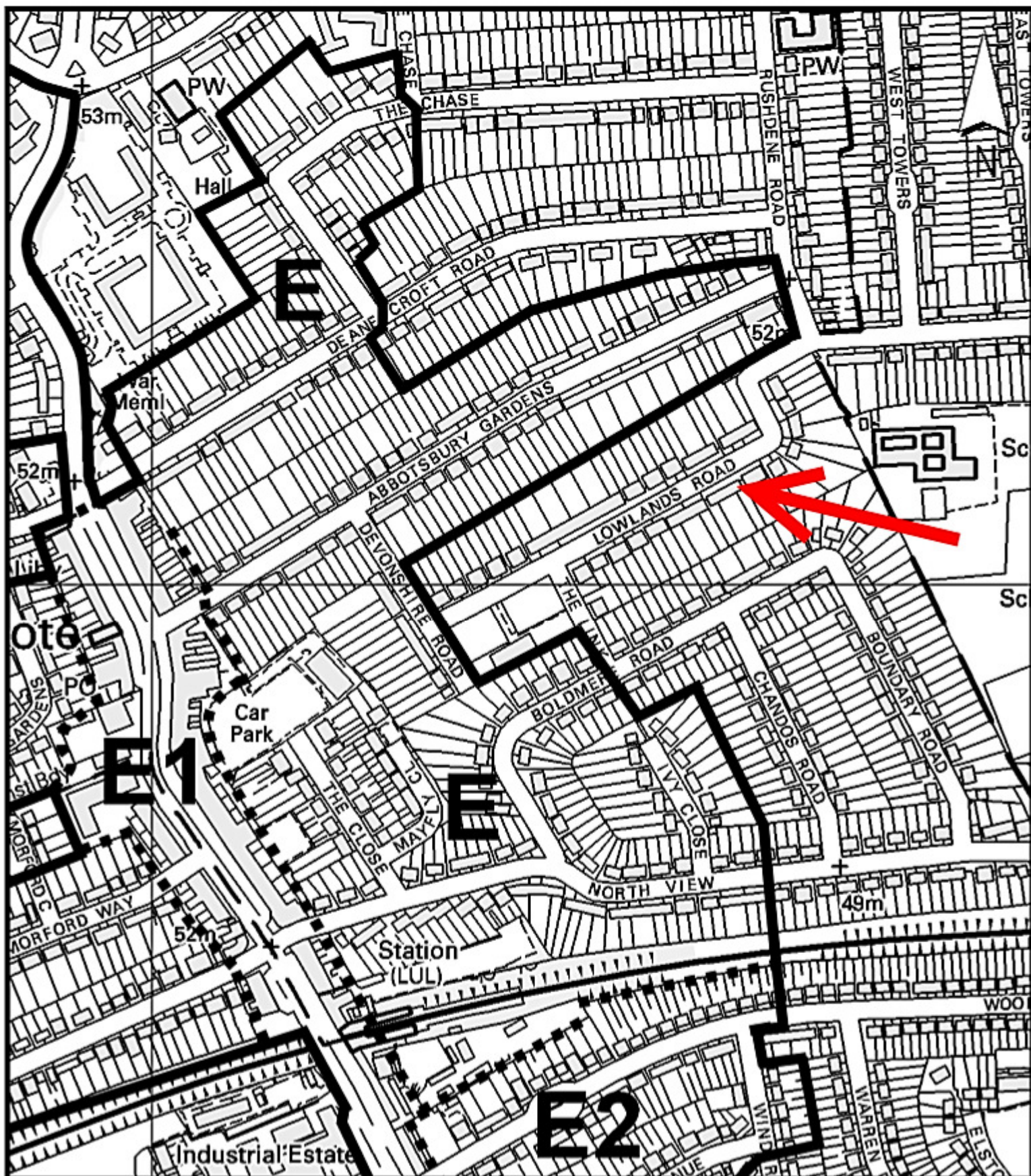
None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received.



Lowlands Road, Eastcote and nearby extent of the Eastcote Parking Management Scheme

Appendix A

Date February 2019

Scale 1:4,500

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HYDE WAY, HAYES - PETITION REQUESTING A CONTROLLED PARKING ZONE

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 applying for a 'Controlled Parking Zone' on Hyde 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, Education and Environmental Services.
Ward(s) affected	Pinkwell

2. RECOMMENDATIONS

Meeting with the Petitioners, the Cabinet Member:

- 1. Listens to their request for 'Controlled Parking Zone' for Hyde Way, Hayes**
- 2. Subject to the outcome of the above, asks officers to add the request to the Council's extensive parking programme for further informal consultation on options to manage parking in a possible area agreed with local Ward Councillors.**

Reasons for recommendations

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

Alternative options considered / risk management

These will be discussed with petitioners.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 38 valid signatures has been submitted to the Council signed by residents of Hyde Way, Hayes under the following heading;

"non residents of this street are parking and catching other forms of transport as to avoid car park charges. This impacts negatively on the spaces available for local residents who are increasingly finding it more difficult to park on the street they live on. The situation will get worse when the crossrail project completes and the Jubilee Line opens.

We the undersigned are concerned citizens who urge our leaders to act now to introduce a controlled parking zone (CPZ) so that residents of Hyde Way can park outside or near their homes."

2. In an accompanying letter submitted the lead petitioner has helpfully provided the following additional information:

"Please find attached a petition from residents of Hyde Way, Hayes, requesting the introduction of a Controlled Parking Zone on the road in order to deter non-residents parking there for extended periods of time during the day.

Further to the attached petition, the residents of this street want the following put in place/considered when the most appropriate form of CPZ is in force on Hyde Way:-

- *No single yellow lines are introduced outside any residential property*
- *That no cost are passed onto property owners*
- *Property owners can park outside their dropped kerb without penalty at any time of the day*
- *Company van holders are not permitted to park outside any house*
- *Property owners are issued free parking permits*

Please ensure that all residents of Hyde Way are informed in writing if all stages or any progression made in this application.

3. Hyde Way is a mainly residential road just a short walk from Hayes and Harlington Station, the busy Hayes Town Centre shops and local amenities. A location plan of the area showing Hyde Way and the extent of the existing Parking Management Scheme is attached as Appendix A to this report.

4. Hyde Way currently has a footway parking scheme which was implemented in November 1987 following requests from residents asking the Council to allow partial parking on the footway to increase capacity but still allow access. Since the scheme was implemented over 30 years ago, there have no doubt been significant changes to the character of the road and it appears a number of new and extended dropped kerbs have been installed. As a result, it appears that the scheme,

which, at the time met residents' needs, may benefit from a review and options to manage the parking in the road could be part of this process.

5. As the Cabinet Member will be aware, a significant number of nearby roads already benefit from a residents only permit parking scheme. In the area to the north of North Hyde Road the Parking Management Scheme operates Monday to Friday 9am - 5pm while Fairy Avenue, the adjacent road to Hyde Way, has a scheme that operates everyday from 9am - 10pm.

6. The petitioners have made a number of suggestions as to how they would like to see a possible scheme operate which are listed in item 2 of this report. Whilst these requests can be met in part, it should be noted that the Council's current policy is to provide one free permit per household every year and additional permits cost £40 each for additional vehicles. This is applied across all Parking Management Schemes in Hillingdon. In addition, vehicles over 2.3 metres in height and longer than 5.3 metres in length will not be entitled to a residents' permit. Outside of the scheme operational hours, the Council cannot restrict commercial vehicles parking on the road unless they have a maximum gross weight in excess of 5 tonnes. In these instances these goods vehicles would contravene the London wide overnight lorry parking ban introduced in 1974 by the Greater London Council (GLC) which the Council enforces.

7. In view 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 financial implications associated with the recommendations to this report; however if the Council were to consider the introduction of managed parking in Hyde Way 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.

Consultation Carried Out or Required

If the Council subsequently investigates the feasibility of introducing managed parking in Hyde Way and possibly 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 concludes 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

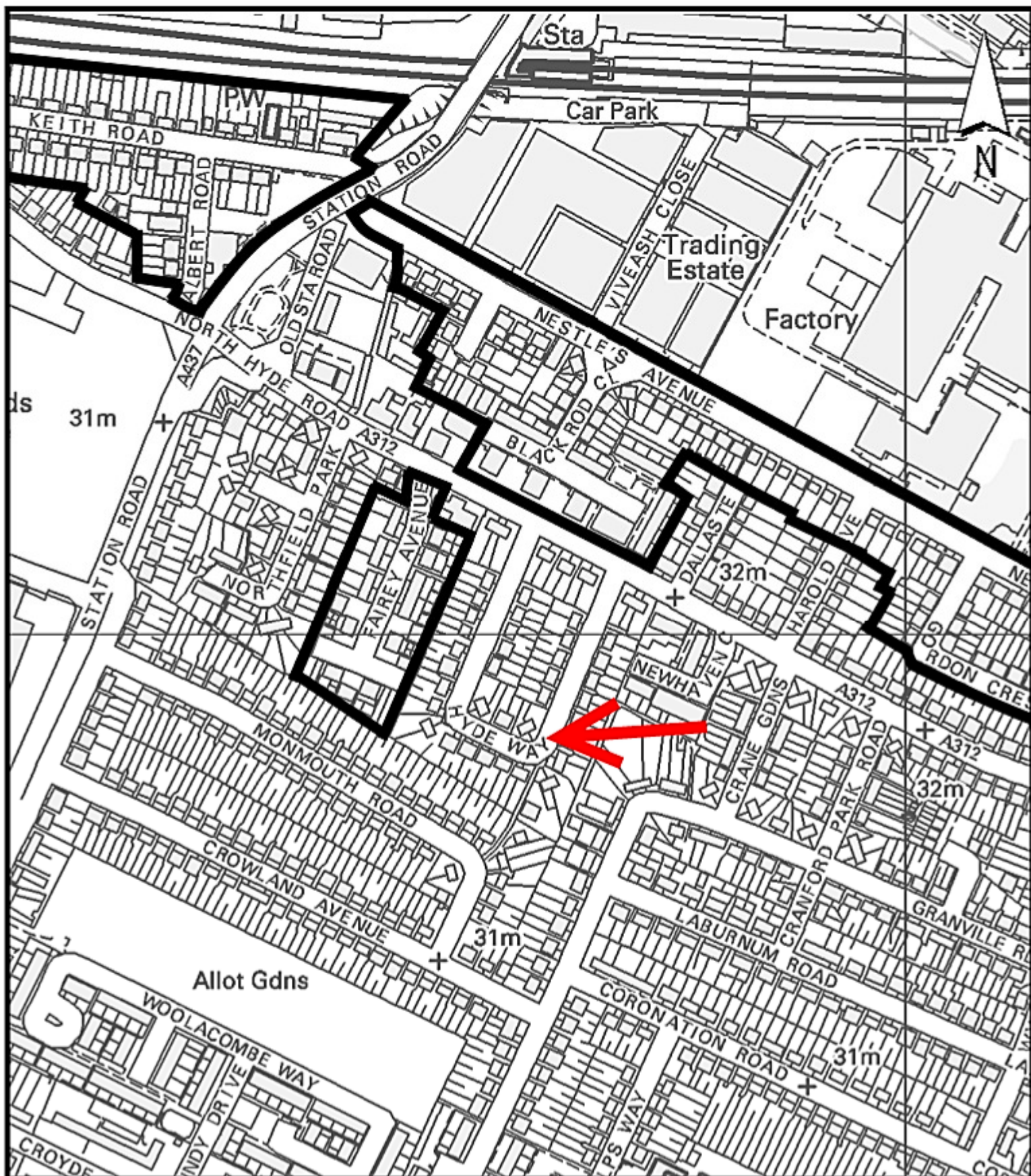
None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received.



Hyde Way, Hayes - Area plan

Appendix A

Date February 2019

Scale 1:4,000



Nearby extent of the Hayes Parking Management Scheme

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PETITION REQUESTING IMPROVEMENTS TO THE FOOTWAY, DOUBLE YELLOW LINES AND PARKING BAYS FOR CRANBORNE WAYE AND WIMBORNE AVENUE, 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 footway improvements, double yellow lines and parking bays for Cranborne Waye and Wimborne Avenue, 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.
Ward(s) affected	Barnhill

2. RECOMMENDATIONS

Meeting with the Petitioners, the Cabinet Member:

- 1. Listens to their request for improvements to the footway, double yellow lines and parking bays.**
- 2. Discusses with petitioners their request for double yellow lines and 'parking bays' and, subject to these discussions, decides what action officers should take.**
- 3. Discusses with petitioners their concerns regarding the condition of the footways, and, subject to the outcome of these discussions, decides whether the footways should be placed on the list being considered for planned maintenance in a future programme.**

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 38 valid signatures has been submitted to the Council signed by residents of Cranborne Way, Wimborne Avenue and Dorchester Way.

In an accompanying statement submitted the lead petitioner has helpfully provided the following additional information:

"Pavement quality and parking conditions on Cranborne Way and Wimborne Avenue.

The pavements on Cranborne Way and Wimborne Avenue are not fit for purpose and pose a risk to those who have difficulty walking and elderly, and they need to be fixed.

There also needs to be double yellow lines on one side of Cranborne Way and Wimborne Avenue to ensure that emergency vehicles can get by, which they currently cannot in an evening and nighttime when people park on both sides of the road. This is a danger to residents in the case of an emergency."

The lead petitioner also goes on to say those residents would like to see the following outcome:

"For the pavement to be replaced with slabs, for greater parking restrictions on the road (double yellow lines) and installation on car parking bays at the entrance to and rear of Cranborne Way to allow sufficient space for traffic to go past."

2. Cranborne Way and Wimborne Avenue are mainly residential roads just a short walk to Lombardy retail park, local shops and amenities. The nearby Uxbridge Road and Coldharbour Lane benefit from a number of bus routes including the 427, 607, N207, 140, 697, E6 and U7 that provide access to destinations including Heathrow Airport, Southall, Ealing, Hayes, Hounslow and Uxbridge to mention but a few.

3. The width of the carriageway of Wimborne Avenue measures approximately 5.6 metres and is bounded on both sides by grass verges with a footway behind. Cranborne Way has a slightly narrower carriageway measuring on average 5 metres but is also bounded by grass verges, mature trees and footways. The area appears to be predominantly semi-detached family homes

most of which have off-street parking to the front of the properties for at least one vehicle and a service road to the rear which could provide further off-street parking provision.

4. The lead petitioner has asked that the footways in both Cranborne Waye and Wimborne Avenue are '*fixed*'. Colleagues in the Highways Maintenance Team have advised that any carriageways and footways that are included in planned resurfacing programmes are prioritised primarily on their condition. They have advised that the Council commissioned independent consultants to undertake condition surveys for the Borough's entire highway network which includes the two roads highlighted in this petition. These surveys are used to inform maintenance decisions and consideration of footways and carriageways for inclusion in a future highways planned works programme.

5. Highways officers have also advised that as part of the Council's annual routine safety inspection programme, both Cranborne Waye and Wimborne Avenue were last inspected in March 2018 during which four defects were identified and repaired in Cranborne Waye. No significant defects were found on Wimborne Avenue that exceeded the Council's intervention levels for repair.

6. The petitioners have asked that double yellow lines are implemented on one side of Cranborne Waye and Wimborne Avenue to prevent parking on both sides of the road. As previously mentioned, the width of the carriageway for both roads is only sufficient for vehicles to park on one side of the road and still allow vehicles to pass. It is almost inconceivable that drivers would contemplate parking on both sides of either of these roads which would effectively completely block the road to any vehicle, perhaps with the exception of a pedal cycle.

7. As the Cabinet Member is aware, some existing double yellow lines have been installed in the area at junctions to help access and egress and to promote road safety but even these were met with local opposition. It is therefore recommended that the Cabinet Member listens to petitioners' concerns and, subject to the outcome of these, decides the appropriate action for officers to take if any.

8. The lead petitioner has suggested that '*car parking bays*' are provided on the '*entrance and rear of Cranborne Waye*'. As the petitioners have not specified who these bays should be used by, it is recommended that further discussion is had with petitioners to better understand their request and suggested location for these spaces.

Financial Implications

There are no financial implications associated with the recommendations to this report; however if the Council were to consider the introduction of managed parking in Cranborne Waye, Wimborne Avenue or any other highway works, 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.

Consultation Carried Out or Required

If the Council subsequently investigates the feasibility of introducing managed parking in Cranborne Way, Wimborne Avenue and possibly 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 concludes 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

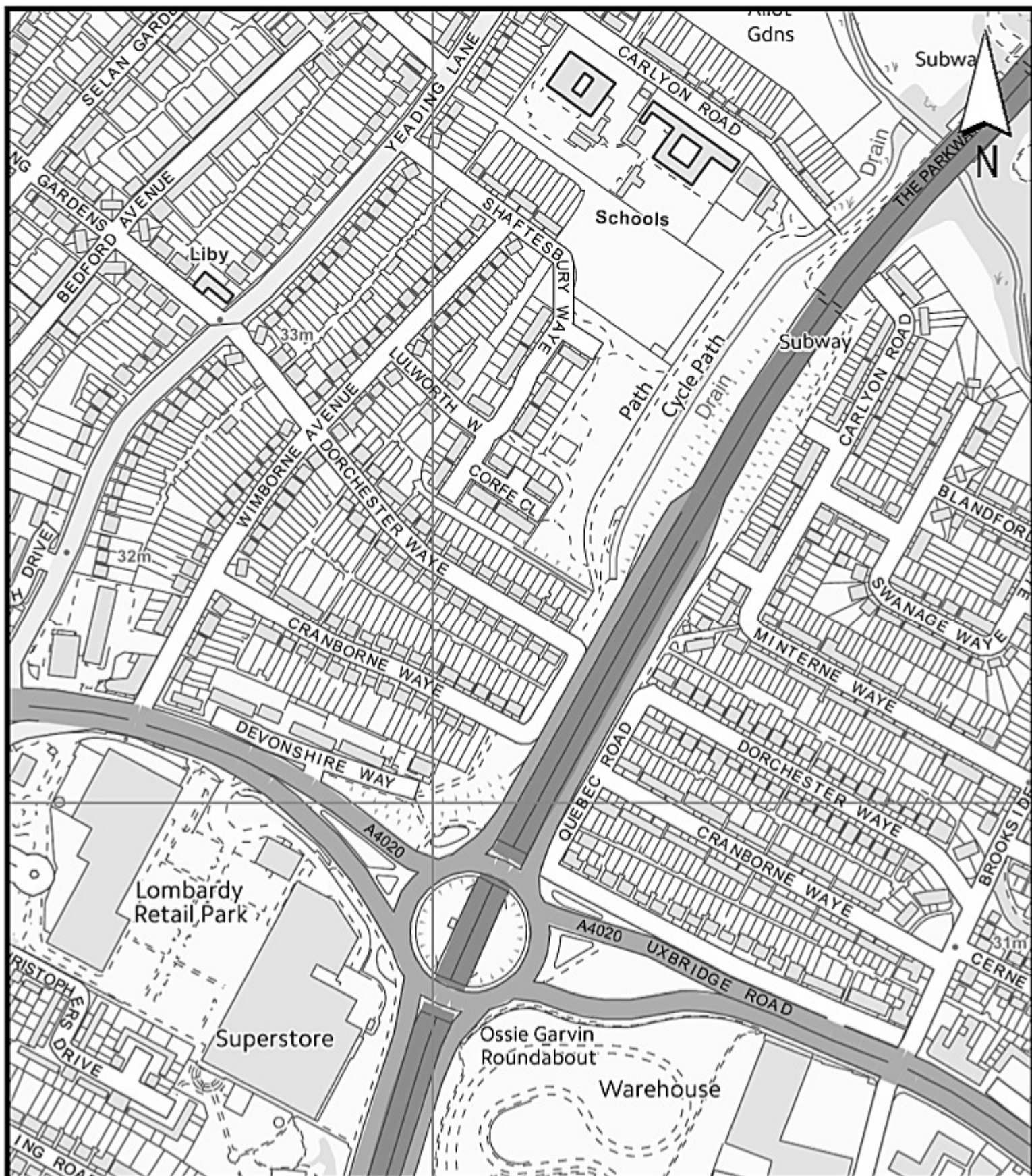
None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received.



Cranborne Way and Wimborne Avenue, Hayes Area plan

Appendix A

Date February 2019

Scale 1:4,500

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PETITION REQUESTING PARKING RESTRICTIONS IN THE VICINITY OF RUISLIP LIDO

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 parking restrictions in numerous roads close to Ruislip Lido.
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	West Ruislip

2. RECOMMENDATIONS

Meeting with the Petitioners, the Cabinet Member:

- 1. Listens to their request for the parking restrictions within the roads in the vicinity of Ruislip Lido.**
- 2. Subject to the outcome of the above, decides if the request for parking controls in the area surrounding the Lido 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 more than 81 signatures has been prepared and submitted to the Council by West Ruislip Ward Councillors. Included in a covering statement the Councillors, on behalf of the residents who have signed the petition, have made the following request:

"A Petition from the Residents of the under mentioned Roads that are affected by the inconsiderate and dangerous parking by the numbers of visitors to the Ruislip Lido with the consequent dangerous and problematic conditions as displayed by visitor behaviour in the Spring and summer of 2018"

Petition from the "Lido visitor traffic" affected roads bordered by Ladygate Lane, Breakspear Road, Bury Street to the West Side and back to Ladygate Lane. The following roads are those most immediately affected by this problem:

*St Margaret's Road
Marlborough Avenue
Thames Drive Estate (all roads)
White Heath Avenue,
Leaholme Way
Wallington Close
Wyteleaf Close
Stow Crescent
Howletts Lane
Stanford Close
Brickett Close
Standale Grove
St Catherine's Road
Boston Grove
Bury Avenue
Arlington Drive
Bury Street (West Side)*

We the undersigned are representative Residents from the above mentioned roads. In the Spring and Summer of 2018 and in the years building up to this time we have suffered the consequences of the vast volumes of visitor traffic now coming to the Lido on warm or hot days. Spring and summer 2018 saw the numbers of cars in our roads causing regular grid lock with examples of inconsiderate and reckless parking on a scale never seen before.

[A few examples]

Visitor cars were parked on both sides of roads making passage through them for local traffic almost impossible; access to our driveways was often restricted as cars were parked so close and opposite to our homes as to make them inaccessible. In some cases cars were parked

across our driveways. No emergency vehicles would have been able to get through on these days. Many of us could not use our back gardens due to exhaust fumes from stationary vehicles gridlocked trying to get to the lido. The lido car parks quickly filled up, certainly by 12:00 noon on hot days. Having gone out by car some of us could not return to our homes for the inconsiderate parking of Lido visitors.

We cannot go through or be made to go through another Spring / Summer like 2018. We therefore request by this petition that the following is considered as a matter of urgency:

- a) Seasonal traffic parking measures from Easter to September as "resort" Towns have.*
- b) Double yellow lines on all corners, on each side of the corner, to prevent*
- c) White lines (free) across all dropped drive ways on each of the roads listed above.*
- d) Timed seasonal parking restrictions to prevent all day and all evening parking by Lido visitors.*
- e) The tow zone be extended to all these roads and it be properly enforced.*
- f) Specific no parking (signage? Dot matrix signs on hot days and all school summer holidays) for any Lido traffic in Standale Grove (abuse of Resident Parking bays was rife last year}, with possibly Resident parking cards for Residents cars only.*
- g) Staggered seasonal parking in roads to prevent road restriction for traffic.*
- h) All and any other combination of measures to be considered for each of these roads."*

2. The residents who signed this petition live relatively close to the popular Ruislip Lido attraction which draws thousands of visitors during the summer months. Following the successful introduction of a Parking Management Scheme in Withy Lane and the Reservoir Road area, as well as the introduction of non-residential parking charges within the car parks for Ruislip Lido, the surrounding unrestricted streets may now be a desirable free parking area for visitors to the Lido. A plan of the area, which also shows the extent of the existing Ruislip Lido Parking Management Scheme, is attached as Appendix A to this report.

3. The petition has mostly been signed by residents living within the streets bounded between Breakspear Road, Bury Street, and Ladygate Lane as set out on Appendix A. It should be noted that easy access to the Lido is possible through the public footpath adjacent to Hillingdon Athletic Club on Bury Street, which conveniently leads to the beach area on the southeastern side of the Lido. This makes some of the roads encompassed within this area, just a short walk from the Lido.

4. This petition is effectively requesting parking restrictions such as a Parking Management Scheme or limited time waiting restrictions to be applied across the area. The petition also suggests that such restrictions may be more beneficial to residents if they only applied on a seasonal basis. Whilst parking controls such as these can be applied on a seasonal basis, it should be noted that the timings once established cannot be regularly changed and should remain the same over as much of the area as possible to prevent confusion to motorists and to be enforced effectively.

5. It is recommended that the Cabinet Member discusses with petitioners their concerns and, if considered appropriate, asks officers to add this request for an area wide consultation to the future parking scheme programme. The full extent of the consultation area can be agreed with the local Ward Councillors prior to consultation commencing. The views of residents will be sought through informal consultation to determine if they would like to consider either a Parking Management Scheme or waiting restrictions and also indicate their preferred months, days and hours any managed parking could operate. The outcome of a future informal consultation can then

be analysed in detail to see if would be possible to recommend proposing a scheme over a viable area.

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 the Ruislip Lido area, 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 to introduce parking restrictions in the Ruislip Lido 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.

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.

