



HILLINGDON  
LONDON



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

**Date:** WEDNESDAY, 22 MAY 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.

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at [www.hillingdon.gov.uk](http://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, 14 May 2019

**Contact:** Nikki O'Halloran

**Tel:** 01895 250472

**Email:** [petitions@hillington.gov.uk](mailto:petitions@hillington.gov.uk)

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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## Accessibility

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

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



# Agenda

## CHAIRMAN'S ANNOUNCEMENTS

### PART 1 - MEMBERS, PUBLIC AND PRESS MAY ATTEND

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

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

	<b>Start Time</b>	<b>Title of Report</b>	<b>Ward</b>	<b>Page</b>
<b>4</b>	7pm	Harefield Road, Uxbridge - Petition Requesting a 20mph Speed Limit and a "Slow Down" Sign	Uxbridge North	1 - 6
<b>5</b>	7.30pm	Petition Requesting a Residents' Permit Parking Scheme in Park View Road, Hillingdon	Yiewsley	7 - 12
<b>6</b>	8pm	Petition Against Lorries Parking in Residential Road: Warrender Way, Ruislip	Eastcote & East Ruislip	13 - 18
<b>7</b>	8pm	Petition to Remove Grass Verges at Cowley Crescent, Uxbridge and Replace with Hard Standing Marked for 2 Wheel Parking	Uxbridge South	19 - 24

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## HAREFIELD ROAD, UXBRIDGE - PETITION REQUESTING A 20MPH SPEED LIMIT AND A "SLOW DOWN" SIGN

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

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition from residents requesting a 20mph speed limit and a "slow down" sign for Harefield Road, Uxbridge.
<b>Contribution to our plans and strategies</b>	The request can be considered as part of the Council's annual programme of road safety initiatives.
<b>Financial Cost</b>	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 £85 per location and can be funded from within existing revenue budgets for the Transportation Service.
<b>Relevant Policy Overview Committee</b>	Residents, Education and Environmental Services
<b>Ward(s) affected</b>	Uxbridge North

### 2. RECOMMENDATIONS

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

- 1. listens to their request for a 20mph speed limit and a "slow down" sign for Harefield Road, Uxbridge.**
- 2. subject to the outcome of the above, considers asking officers to undertake traffic surveys, at locations agreed by the petitioners, and to then report back to the Cabinet Member.**

#### **Reasons for recommendations**

The Petition Hearing will provide a valuable opportunity to hear directly from the petitioners of their concerns and suggestions.

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PART I - MEMBERS, PUBLIC AND PRESS

## **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 20 valid signatures from residents who live on or close to Harefield Road has been submitted under the following heading:

*'This is a petition which will be forwarded to Hillingdon Council regarding the speed limit on Harefield Road. Many cars are dangerously exceeding the current speed limit in both directions and its only a matter of time before a serious accident will occur. The Council should reduce the speed limit to 20mph and should install a "SLOW DOWN" sign. To help make this happen please sign this petition.'*

2. The majority of the signatures on the petition are from residents of Beacon Close which is a residential cul-de-sac adjacent to Harefield Road. Other signatures are from staff and residents of Clare House which is a care home located on Harefield Road.

3. Harefield Road (B467) is classified as a borough secondary distributor road and is a main north-south route between Uxbridge Town Centre and the A40 at Swakeleys Roundabout. Both the U9 and U10 bus routes run along Harefield Road and it also forms part of the emergency route network for the emergency services.

4. Harefield Road was marked on a 1757 map of the County of Middlesex by John Rocque and the current road layout is broadly the same as it was then. The width of the carriageway varies from between 8.7 metres at its widest point and 5.4 metres at its narrowest.

5. Harefield Road benefits from being within the Uxbridge North Parking Management Scheme and where possible on-street parking places have been implemented as many properties, particularly in the southern end of the road, do not have access to off-street parking.

6. As a result of the concerns raised by petitioners, the Cabinet Member maybe minded to instruct officers to commission sets of 24/7 Automated Traffic Counts on Harefield Road at locations agreed with Ward Councillors and petitioners. These will collect speed and vehicle classification information over a seven day period. The Petition Hearing will provide an excellent opportunity to hear the testimony of petitioners which will helpfully inform any investigations.

### **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

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allocation for the transportation and projects service. If works are subsequently required, suitable funding will be identified from revenue budgets 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 the recommendations to this report and concurs with the financial implications as set out.

##### **Legal**

There are no special legal implications for the proposal to discuss with petitioners their request for traffic calming measures in Harefield Road which amounts to an informal consultation. A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage. Fairness and natural justice requires that there must be no predetermination of a decision in advance of any wider non-statutory or statutory consultation.

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

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

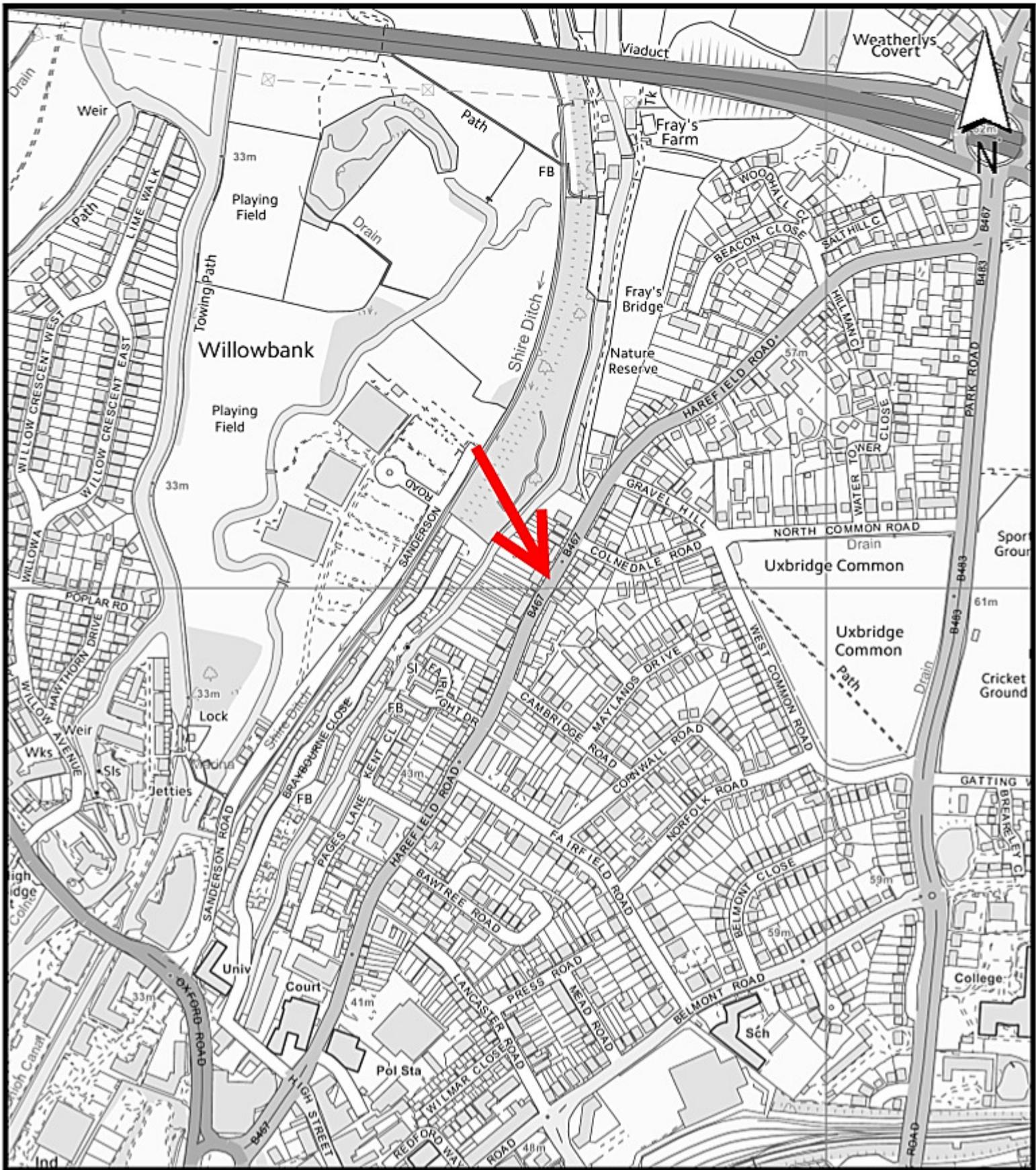
##### **Corporate Property and Construction**

There are no Corporate Property and Construction implications arising from the recommendations in this report.

#### **6. BACKGROUND PAPERS**

Petition received.

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Harefield Road, Uxbridge  
Location plan

Appendix A

Date May 2019  
Scale 1:6,500

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## PETITIONS REQUESTING A RESIDENTS' PERMIT PARKING SCHEME IN PARK VIEW ROAD, HILLINGDON

<b>Cabinet Member(s)</b>	Councillor Keith Burrows
<b>Cabinet Portfolio(s)</b>	Cabinet Member for Planning, Transportation and Recycling
<b>Officer Contact(s)</b>	Kevin Urquhart, Residents Services
<b>Papers with report</b>	Appendix A

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received two petitions requesting the introduction of a residents' permit parking scheme in Park View Road, Hillingdon.
<b>Contribution to our plans and strategies</b>	The request can be considered in relation to the Council's strategy for on-street parking controls.
<b>Financial Cost</b>	There are no financial implications associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents, Education and Environmental Services.
<b>Ward(s) affected</b>	Yiewsley

### 2. RECOMMENDATIONS

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 Park View Road, Hillingdon.
2. subject to the outcome of the above, decides if the request for a residents' permit parking scheme to be introduced in Park View Road, Hillingdon 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. Two petitions, both with 20 signatures, have been submitted to the Council requesting that a residents' permit parking scheme is introduced in Park View Road, Hillingdon. As both of these petitions are broadly asking for the same thing, it seems appropriate to consider both at the same time.
2. The location of Park View Road in relation to the existing Hillingdon Hospital Parking Management Scheme is indicated on Appendix A of this report. As the road is on the periphery of the existing scheme, it forms an attractive area for non-residents to park. All of the signatures which form these petitions are from residents who live along the western side of Park View Road, most of which is fronted by a service road. One petition represents 9 individual households and the other represents a further 12 households.
3. It is unclear if the residents living along the rest of Park View Road are experiencing similar difficulties with parking; however, the amount of on street parking throughout the rest of the road is limited due to the road layout and volumes of traffic that use the road. It is conceivable that the residents who live along the rest of Park View Road may utilise the parking within the service road. Therefore, it would be prudent to include all of the properties of Park View Road in any possible future consultations.
4. The Cabinet Member will be aware that the Council is currently developing detailed proposals for an extension to the Hillingdon Hospital Parking Management Scheme in nearby Pinewood Avenue following a previous petition from residents. Whilst it is too late for Park View Road to be included within this extension to the scheme, the Council could consider including these residents in any future proposals.
5. 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. It is also suggested that any future informal consultation is undertaken with all of the residents of Park View Road to see if the majority would support their road being included in a future extension to the Hillingdon Hospital Parking Management Scheme to prevent all day non-residential parking.

### **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 Park View Road, Hillingdon, 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 Park View Road, Hillingdon, informal 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**

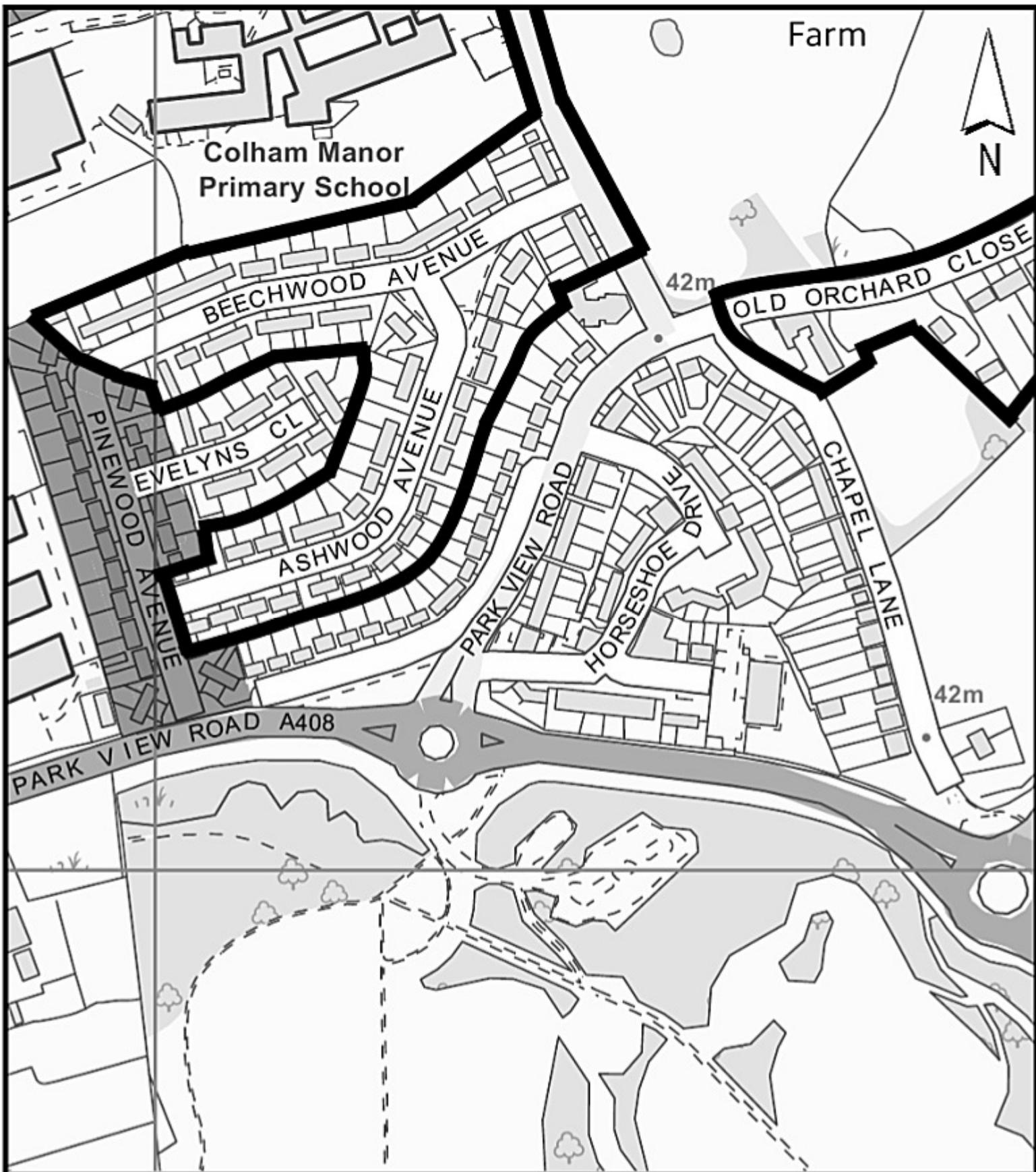
None at this stage.

## **6. BACKGROUND PAPERS**

Petition received - January 2019

Petition received - March 2019

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**Park View Road, Hillingdon**  
**Petition requesting residents' permit holder parking**

**Appendix A**

May 2019  
 Scale 1:3,000



-  Extent of the Hillingdon Hospital Parking Management Scheme
-  Extent of the nearby extension to the Hillingdon Hospital Parking Management Scheme subject to formal consultation

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## PETITION AGAINST LORRIES PARKING IN RESIDENTIAL ROAD: WARRENDER WAY, RUISLIP

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

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition complaining about lorries parking in Warrender Way, Ruislip.
<b>Contribution to our plans and strategies</b>	The request can be considered in relation to the Council's strategy for on-street parking controls.
<b>Financial Cost</b>	There are no financial implications associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents, Education and Environmental Services.
<b>Ward(s) affected</b>	Eastcote and East Ruislip

### 2. RECOMMENDATIONS

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

1. listens to their request for the introduction of measures to prevent lorries from parking in Warrender Way, Ruislip;
2. notes the investigations undertaken by the Council's Planning Enforcement Team; and
3. subject to the outcome of the above, decides if Warrender Way should be added to the extensive Parking Scheme Programme for further consultation on options to manage the parking in the road.

#### 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 23 signatures has been submitted to the Council signed under the following heading:

*"For the last year our quiet suburban road (Warrender Way, HA4) has been taken over and used as a 'lorry park'; the vehicle owner has between 2 and 5 vehicles parked here at any one time.*

*"All the residents here are extremely unhappy about this situation. At least 3 of the residents have already contacted the Council without success. We have spoken to a further 8 residents who have also voiced their concerns. I am therefore sending this complaint on behalf of the entire neighbourhood. They are all eager to sign a petition as mentioned in my last letter with photographic evidence: please see below:*

*"We the undersigned wish to put forward a formal complaint that these lorries should not be allowed to park on our road for the reasons stated above"*

2. Warrender Way is a mainly residential road with a mixture of detached and semi-detached properties that mostly benefit from off-street parking provision. The shops, Metropolitan and Piccadilly Line underground station and other local amenities in Ruislip Manor Town Centre are a short walk away. One of the entrances to Bishop Ramsay School is situated at the end of Warrender Way.

3. Following receipt of the petition and the concerns raised by residents, colleagues in the Planning Enforcement Team instigated an investigation into the matter. The investigation focussed on the alleged commercial activities taking place in a residential property in Warrender Way. A number of unannounced inspections were undertaken and a Planning Contravention Notice was issued to all parties considered to have a legal interest in the property in question.

4. Having analysed all the information and data collated to date, the Planning Enforcement Team consider that there is insufficient evidence of a material change of use of the property. Accordingly, to date a breach of planning control has not been substantiated but the planning enforcement case currently remains open and ongoing.

5. Given the information provided above, the Cabinet Member will appreciate that the concerns over commercial vehicles parking in Warrender Way are unlikely to be resolved as a breach of planning. As the commercial vehicles parked in the road are 'transit' size vans, they do not contravene the London wide overnight parking ban for vehicles that exceed 5 tonnes maximum gross weight which was introduced in 1974 by the then Greater London Council. Therefore, one of

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## PART I - MEMBERS, PUBLIC AND PRESS

the few remaining options for residents would be for them to consider the introduction of parking controls in Warrender Way.

6. As the Cabinet Member will recall, he has considered similar petitions from residents of the area requesting possible measures to address all day parking in their roads which they mainly associate with commuter parking. Subject to the outcome of discussions with petitioners, the Cabinet Member may be minded to include Warrender Way in the possible wider area consultation.

### **Financial Implications**

There are none associated with the recommendations to this report. However, if the Council was to consider the introduction of parking restrictions in Warrender Way, Ruislip 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 Warrender Way, Ruislip 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.

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**

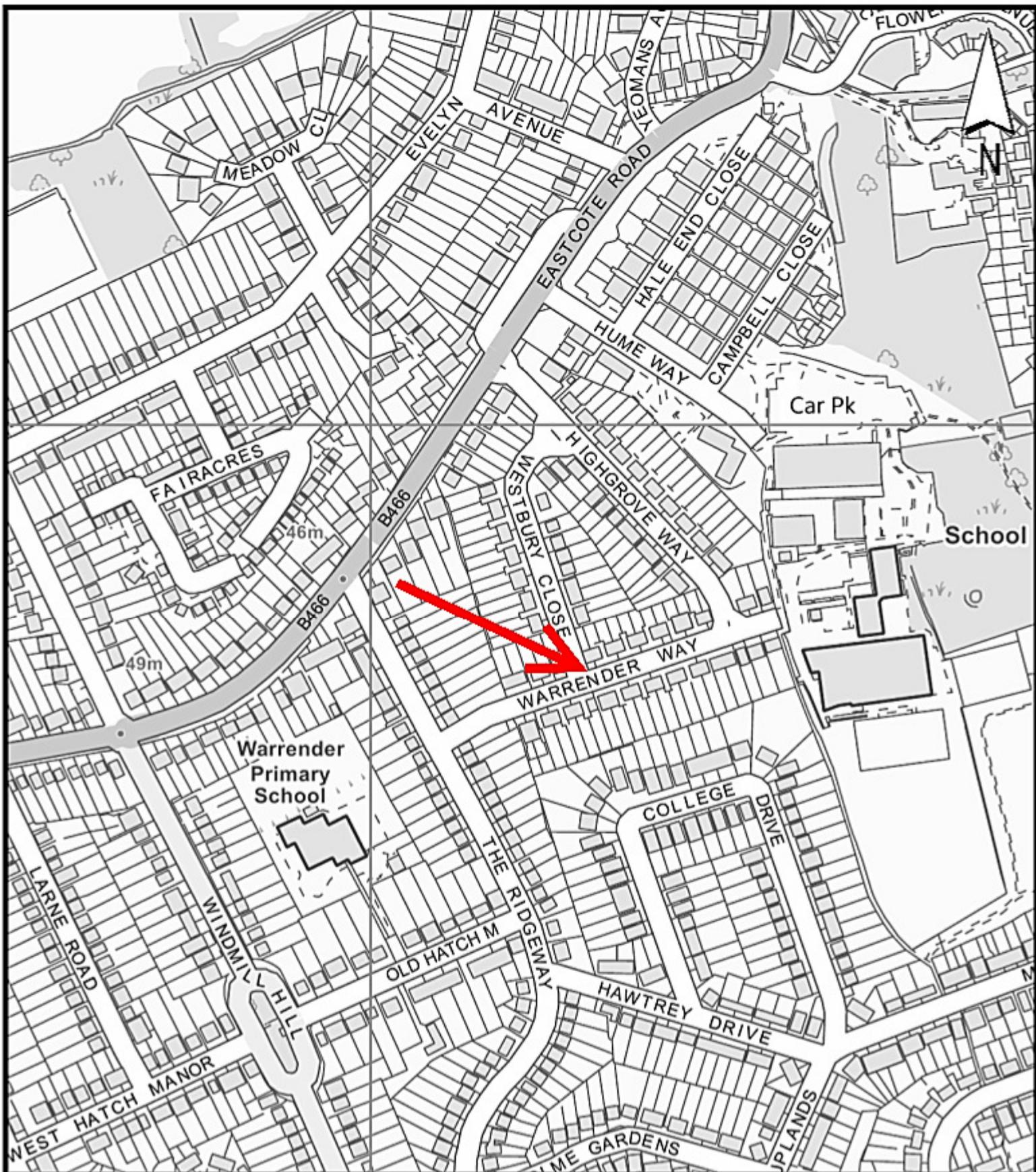
None at this stage.

## **Relevant Service Groups**

None at this stage.

## **6. BACKGROUND PAPERS**

Petition received.



Warrender Way, Ruislip  
Location plan

Appendix A

May 2019  
Scale 1:4,000

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## PETITION TO REMOVE GRASS VERGES AT COWLEY CRESCENT, UXBRIDGE AND REPLACE WITH HARD STANDING MARKED FOR 2 WHEEL PARKING

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

### 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition requesting the removal of grass verges on Cowley Crescent, Uxbridge to create parking spaces.
<b>Contribution to our plans and strategies</b>	The request can be considered in relation to the Council's strategy for on-street parking controls.
<b>Financial Cost</b>	There are no direct financial implications associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents, Education and Environmental Services
<b>Ward(s) affected</b>	Uxbridge South

### 2. RECOMMENDATIONS

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

- 1. discusses with petitioners their concerns relating parking on Cowley Crescent, Uxbridge;**
- 2. advises petitioners that the Council will not, as a general rule, create hard standing at the expense of long established grass verges; and**
- 3. discusses with residents possible options to manage parking in Cowley Crescent.**

#### **Reasons for recommendations**

To allow the Cabinet Member to discuss with petitioners their concerns and, if appropriate, add aspects of their request for further investigation.

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PART I - MEMBERS, PUBLIC AND PRESS

## **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 signatures has been submitted to the Council from residents in Cowley Crescent, Uxbridge. In an accompanying statement, the lead petitioner states the following:

*"I have lived in Cowley Crescent on and off for 73 years and have never seen the road in such a state most of the damage to the grass due to bad driving visitors and Council vehicles. The hedges belong to properties in Meadow View. The damage outside No.27 is being done by builders working at that address. The damage caused by not having a crossover is at No.15. I think as well of the majority of residents by removing the grass would benefit not only the Council by not having to constantly cut it would also widen up the road by allowing 2 wheel parking."*

2. Cowley Crescent is a mainly residential road mainly comprising of semi-detached properties many of which benefit from off-street parking provision. Cowley Crescent has a carriageway width of approximately 5.0 metres, with footways typically 2.9 metres of which 1.7 metres is grass verge and 1.2 metres is hard footway. A location plan is attached as Appendix A.

3. As the Cabinet Member will recall, this issue was previously investigated by the Council's Street Environment and Highways Manager following damage caused by larger commercial vehicles (e.g., refuse vehicles) to the verges. As with many similar cases across the Borough, the grass area is needed for run-off drainage. The lack of other drainage means that surface run-off needs to be intercepted by the permeable grass areas.

4. As the Cabinet Member will know, the Council does not widen existing roads at the expense of long established grass verges. The costs and considerations would in any case include:

- constructing properly hardened verges, which would include setting the kerbs back with new carriageway construction of sufficient strength to accommodate parked vehicles;
- moving or protecting buried services;
- installing new lamp columns in different locations;
- making alterations to the existing drainage (including gullies); and
- accommodating the established root-systems of mature trees in a manner which does not damage them.

5. These and other aspects are often underestimated by those who imagine that widening a road is a simple exercise; even if the Council was to accede to such a request, these essential works would make the cost of such a project considerable.

6. In light of the concerns from the petitioners, it is recommended that the Cabinet Member meets with them, explains that the Council will regrettably not sanction the removal of the grass verges in Cowley Crescent, but discusses other ideas which the petitioners may wish to explore in order to address the challenges they have identified.

### **Financial Implications**

There are no direct financial implications associated with the recommendations to this report. However, if the Council was to consider possible alternative options for Cowley Crescent, such as parking restrictions, then funding would need to be identified from a suitable source.

## **4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES**

### **What will be the effect of the recommendation?**

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

### **Consultation Carried Out or Required**

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 possible parking restrictions in Cowley Crescent, Uxbridge. 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**

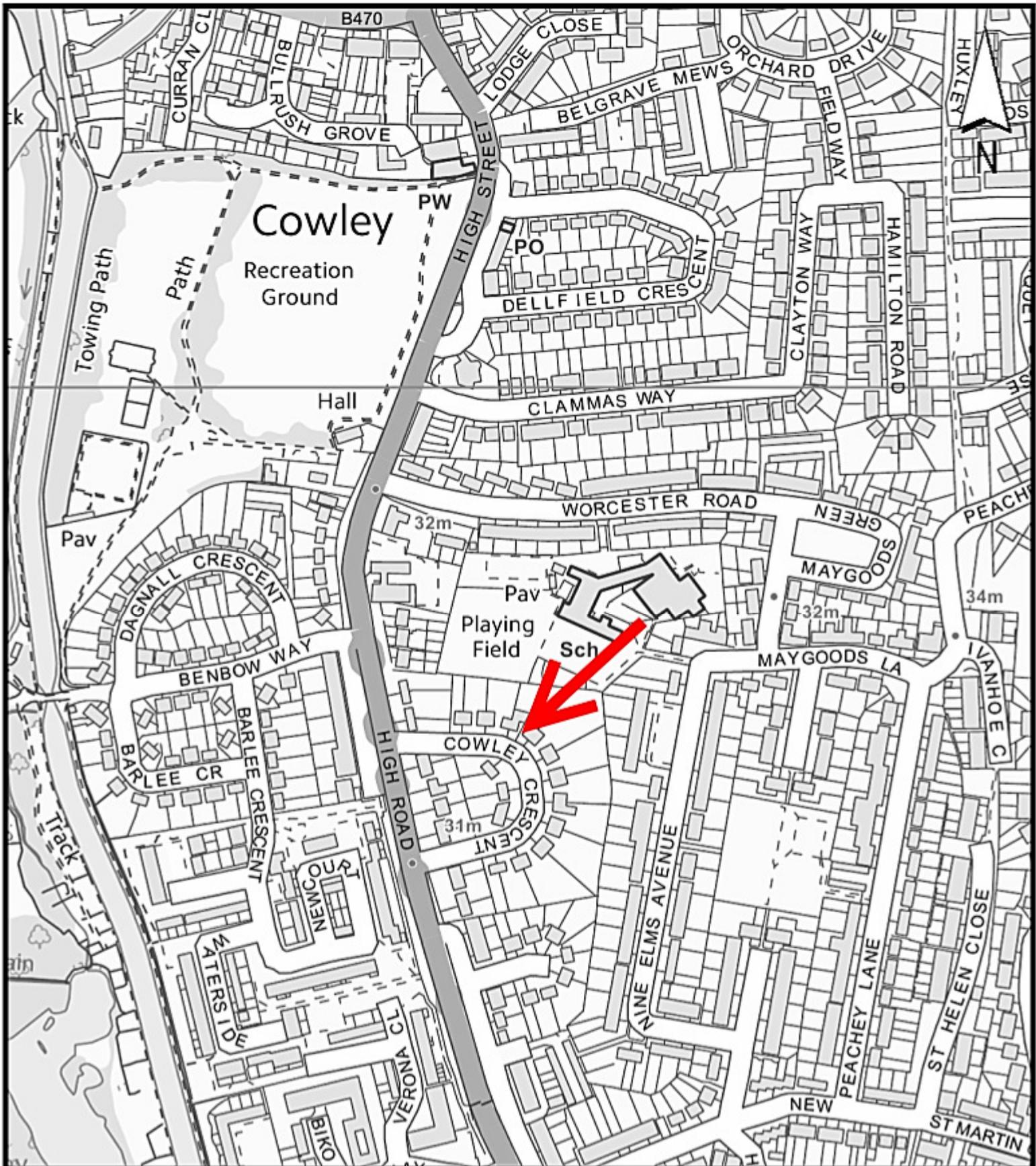
None at this stage.

## **Relevant Service Groups**

None at this stage.

## **6. BACKGROUND PAPERS**

Petition received



Cowley Crescent, Uxbridge  
Location plan

Appendix A

May 2019  
Scale 1:4,000

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