



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

Date: WEDNESDAY, 12 JUNE
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 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, 4 June 2019

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Putting our residents first

Lloyd White
Head of Democratic Services
London Borough of Hillingdon,
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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	Dawlish Drive, Ruislip Manor - Petition Requesting a Residents' Only Permit Parking Scheme	Manor	1 - 6
5	7pm	Chelston Road & Chelston Approach, Ruislip - Petition requesting for speed restrictions on Chelston Road & Chelston Approach	Manor	7 - 12
6	7.30pm	High Street, Harefield - Petition requesting Parking Management in High Street, Harefield and surrounding area	Harefield	13 - 20
7	8pm	Harlington Road, Harlington - Petition requesting zebra crossing on Harlington Road linking Turks Close	Brunel	21 - 26
8	8pm	Bourton Close, Hayes - Petition requesting action to address parent parking issues in Bourton Close from Minet School, Hayes	Townfield	27 - 32

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DAWLISH DRIVE, RUISLIP MANOR - PETITION REQUESTING A RESIDENTS' ONLY PERMIT PARKING 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 the introduction of a residents' only permit parking 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	Manor

2. RECOMMENDATIONS

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

- 1. Listens to their request for the introduction of "residents' permit only parking" scheme for Dawlish Drive, Ruislip Manor.**
- 2. Notes previous concerns expressed by some residents about the prospects of such a scheme; and,**
- 3. 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 32 signatures has been submitted to the Council from residents of Dawlish Drive, Ruislip Manor asking for *"resident permit parking to be installed Monday to Friday between the hours of 0800 and 1600"*. Analysis of the 32 signatures shows that they represent 20 of the 77 residential properties (26 %) in Dawlish Drive.
2. Dawlish Drive is a mainly residential road just a short walk to the busy Ruislip Manor Town Centre, the Metropolitan and Piccadilly Line Underground Station and many other nearby local amenities, which makes it an attractive place for non-residents to park.
3. The Cabinet Member may recall that, late last year, the Council consulted upon limited loading and waiting restrictions in Dawlish Drive in response to concerns about parking that were chiefly associated with the schools in the road. Residents had been concerned about parking congestion caused by parking in the road at a time when coaches were attending the school. The proposed solution was in the form of single yellow lines, operational at the same hours as the existing school keep clear markings. These restrictions would not affect parking for residents and their visitors at other times of the day and night.
4. These measures were subsequently introduced, after due consideration in the normal manner in the form of a Cabinet Member objection report. At the time, there was some disquiet expressed by some residents who were concerned that the Council might have been in the process of introducing a residents' permit parking scheme. These concerns were also raised with Ward Members who advised officers of the local feelings.
5. At that time, the present petition had not been submitted, and so residents were correctly advised that there were no plans at that stage for any measures over and above the yellow lines referred to above. It is clear, however, that there may be a range of views amongst the residents of Dawlish Drive regarding the prospects of further parking controls.
6. The entrances to Lady Bankes Nursery, Infant and Junior School are all located on Dawlish Drive. As is common with many roads around schools, traffic congestion and some irresponsible parking was observed during the school pick-up and drop-off times.
7. As the Cabinet Member will be aware, the Council's Road Safety and School Travel Team works with 91 schools across the Borough on road safety initiatives and school travel plans. Lady Bankes Infant School is one of the most active in Hillingdon. The school has a committed School Travel Champion and six dedicated 'Mini Road Safety Officers' who promote road safety around the school. The school is on track to achieve Gold accreditation for the excellent work they have done on their school travel plan placing it in the top 10% of schools in London and in the top 5%

PART I - MEMBERS, PUBLIC AND PRESS

of schools in Hillingdon. Other initiatives which the school has promoted is practical pedestrian training for every pupil, the adoption of Hillingdon's 'Parent Parking Pledge' to promote responsible driving behaviour by parents/guardians and to regularly organise 'walking buses'.

8. Lady Bankes Junior School is also actively working with the Council's Road Safety and School Travel Team. Year 6 pupils have received 'Bikeability' training for the last three years and many of the school's practices and policies show that road safety and school travel is embedded in the school's ethos. The junior school has also adopted the 'Parents Parking Pledge' and encourages parents to observe an informal one-way system in Dawlish Drive.
9. Although there is clearly a great deal of good work being done by the school community, it is clear from the petition that residents are concerned with general non-residential parking in their road. At the same time, it is evident from the mixed feedback advised by Ward Members and referred to above, that there may be a range of views amongst residents of Dawlish Drive as a whole.
10. 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 Members feel should be consulted on their views.

Financial Implications

There are no financial implications associated with the recommendations to this report. However, if the Council was to consider the introduction of a Parking Management Scheme in Dawlish 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.

Consultation Carried Out or Required

If the Council subsequently investigates the feasibility to introduce residents' parking in Dawlish Drive 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 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.



Dawlish Drive, Ruislip
Location plan

Appendix A

May 2019
Scale 1:4,000

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CHELSTON ROAD AND CHELSTON APPROACH, RUISLIP - PETITION REQUESTING TRAFFIC CALMING MEASURES.

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	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 requesting traffic calming measures along Chelston Road and Chelston Approach, Ruislip.
Contribution to our plans and strategies	The request can be considered as part of the Council's annual programme of road safety initiatives.
Financial Cost	Subject to the outcome of discussions with petitioners the Cabinet Member may be minded to commission speed and traffic surveys. The current cost of these is in the region of £85 per location and can be funded from within existing revenue budgets for the Transportation service.
Relevant Policy Overview Committee	Residents, Education and Environmental Services.
Ward(s) affected	Manor

2. RECOMMENDATIONS

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

1. Listens to their request for traffic calming measures in Chelston Road and Chelston Approach, Ruislip; and,
2. Subject to the outcome of the above, considers asking officers to undertake further traffic surveys, at locations agreed by the petitioners, and to then report back to the Cabinet Member.

Reasons for recommendation

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

Alternative options considered / risk management

None at this stage.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition has been submitted by residents living on or close to Chelston Road and Chelston Approach has been signed under the following heading:

"We the undersigned petition Hillingdon Council to review and control traffic flow on Chelston Approach and Chelston Road in Ruislip Manor, either by speed restrictions of speed bumps."

2. The petition helpfully provides further information as to why residents have submitted their petition:

"Vehicles have been witnessed travelling at more than 30mph down these roads, which are very busy narrow roads that will only allow one direction of traffic at one time."

Together with Bus 398 also accessing this road, it means on many occasions, vehicles and buses come to a standstill causing obstructions and leading to damage to parked cars belonging to residents.

Many residents' vehicles have been involved in incidents whereby the third party are not identified, leading to huge costs to residents on this road.

Traffic control on these roads needs to be addressed since it is dangerous with the speed that some of the cars travel at and with such heavy traffic and large vehicles accessing this narrow road, vehicles are being damaged and costing your residents here a fortune in repairs."

3. Chelston Road and Cheslton Approach, Ruislip, are part of the highway network that links Ruislip Manor to Eastcote Town Centre. Both are mainly residential roads and most of the properties benefit from off-street parking provision. The busy shopping centre, Piccadilly and Metropolitan Lines Station in Ruislip Manor Town Centre are just a short walk away.
4. The width of the carriageway of Chelston Approach and Cheslton Road measures between 7.6 metres and 7.9 metres and is bounded on both sides by a footway measuring on average approximately 2.4 metres. As the petition mentions, the roads form part of the 398 bus route that runs between Ruislip Manor and Sudbury Hill.
5. Police recorded collision data for the three year period to the end of September 2018 (the latest data available) indicates there has been one incident which occurred on the 24 January 2016 on Chelston Road at its junction with Dulverton Road. It should be noted

that the collision data, to which the Council has access, is only police recorded incidents and does not include damage to vehicles caused by drivers who then simply decide to drive off, as the petitioners allude to in their submission.

6. As a result of the above, the Cabinet Member may be minded to instruct Officers to commission a set of 24/7 Automated Traffic Counts on Chelston Road and Chelston Approach to collect speed and vehicle classification information and report back to him. The petition hearing will provide an excellent opportunity to hear the testimony of petitioners which may 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 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 above.

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.

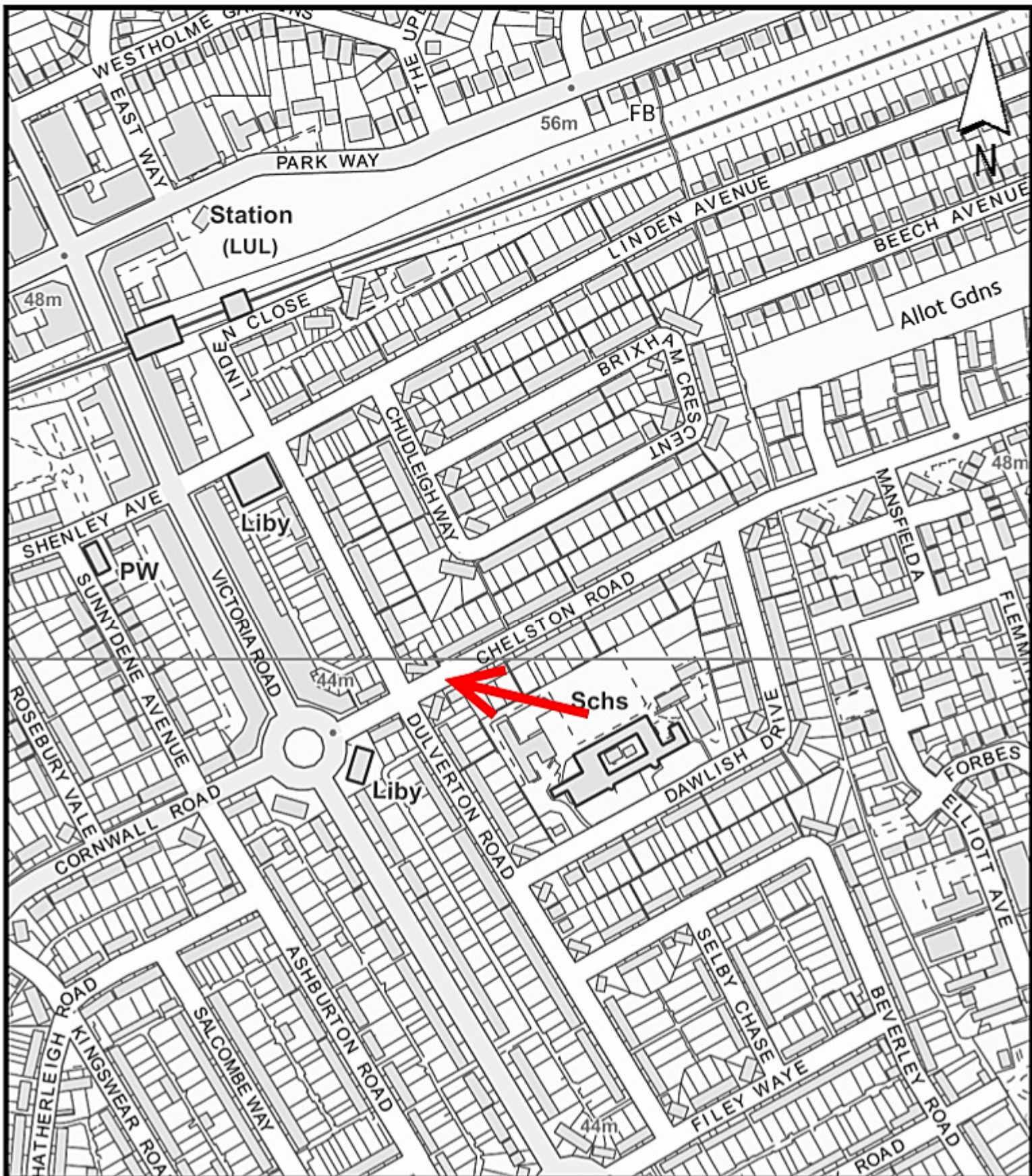
Should there be a decision that further measures are to be considered then the relevant statutory provisions will have to be identified and considered at that time.

Corporate Property and Construction

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

6. BACKGROUND PAPERS

Petition received



Chelston Approach & Chelston Road, Ruislip
Location plan

Appendix A

Date June 2019

Scale 1:4,000

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PETITION - HAREFIELD VILLAGE, REQUEST TO RATIONALISE THE PARKING IN THE AREA AROUND THE HIGH STREET

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	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 putting forward suggestions to improve and rationalise the parking in and around High Street, Harefield.
Contribution to our plans and strategies	The request can be considered in relation to the Council's strategy for 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	Harefield

2. RECOMMENDATIONS

Meeting with the Petitioners, the Cabinet Member:

1. Listens to their suggestions for improvements to the current on and off-street parking provision in and around High Street, Harefield;
2. Notes the high level of engagement between the Council, local residents' groups including the HTRA and HS2, but also the significant concerns shared by many residents and the Council;
3. Notes the improvements that the Council's Community Engagement and Town Centre Improvement Team have undertaken in High Street, Harefield;
4. Notes that officers are in the process of designing a 'Stop and Shop' parking scheme for High Street, Harefield for consultation; and,
5. Subject to the outcome of the above, consider any suggestions put forward by the petitioners for possible addition to the programme for further investigation.

Reasons for recommendation

To allow the Cabinet Member to discuss with petitioners their concerns and if appropriate add their request to the parking scheme 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 31 signatures has been submitted to the Council with a number of suggestions put forward, following a survey conducted with shop owners and comments from residents raised at monthly meetings of the Harefield Tenants' and Residents' Association (HTRA). In a covering statement, the petitioners have helpfully summarised what outcomes they would like see from the petition.
2. The petitioners have also set out, in a series of detailed appendices to their main petition, more than 36 issues raised during a survey that they appear to have conducted within Harefield. The Cabinet Member may agree that it would be beneficial for all parties to focus on the principal issues of concern at any meeting he has with petitioners, and he may at the same time wish to advise the petitioners to consider raising some of the remainder of their more general concerns through normal channels of engagement, either using the Council's on-line services or with their local Ward Members as appropriate.
3. It is also clear, however, that by far the largest issues of common concern appear to relate to HS2, traffic congestion and parking in the village.
4. The statement makes reference to HS2, which as the Cabinet Member will be aware, is a national infrastructure project underpinned by an Act of Parliament ('The HS2 Act'). Whilst the Council is involved in dialogue with HS2 and their contractors, the Council is very limited in terms of its powers to resist the work that the project entails, or indeed the closures and diversions that are imposed by HS2.
5. Whilst the Council shares many of the concerns that the construction of HS2 is already having upon the lives of many residents and other residential and business communities, the Cabinet Member may wish to remind the petitioners that HS2 has its own public-facing community web-site at <https://hs2inhillington.commonplace.is/>. In addition to this, the main HS2 web-site may be found at <https://www.hs2.org.uk/> . Details of the HS2 complaints process may be found at <https://www.hs2.org.uk/how-to-complain/> .

6. The Council has no responsibility for these HS2 web-sites, or the material published on them, but does share information about HS2 on a Council web-page at <https://www.hillingdon.gov.uk/hs2>.
7. Local residents' groups are also actively involved in monitoring the activities of HS2 in the local area, and as the Cabinet Member may know, the HTRA (cited in the original petition which is the subject of this report) amongst a number of local residents' groups are actively involved in regular meetings with HS2 and the Council in order to discuss the implications of the construction associated with the project.
8. HS2 and their contractors are also obliged to submit applications for works which affect the normal operation of the local road network, just as other bodies do, and for convenient reference these can generally be accessed by the general public at www.roadworks.org
9. HS2 and their Contractors are obliged to confine their construction routes to those set out and defined in the HS2 Act. In the local area, these include:
 - Sections of Breakspear Road South
 - Sections of Harvil Road
 - Swakeleys Road
 - Sections of High Road/ Long Lane
 - Moorhall Road
 - North Orbital Road (outside the Borough)
10. From Harefield's perspective, no HS2 construction traffic should pass through the village, and the Cabinet Member will recall, the Council introduced a 7.5T HGV ban in response to previous concerns. However, the Council shares the concerns of the petitioners and many other residents about the wider impact of HS2 construction activities on the local road network, which clearly includes roads such as New Years Green Lane, Church Hill, Breakspear Road North and many other roads.
11. The Council has already raised serious concerns about the implications of major road closures by HS2, such as in Breakspear Road South, because, in common with many residents, there are obvious implications for local centres such as Ickenham, Harefield and Ruislip. This has been the subject of correspondence between the highest levels of the Council and HS2 management.
12. In terms of matters that the present hearing may be able to focus on, the petitioners have helpfully summarised key parking concerns within Harefield itself:

"1. Introduce long-term parking in the public car park - charging in line with the group highlighted in an attached appendix. This change to be in conjunction with the new time-limited parking restrictions in the High Street (max. two hours)

2. Enforcement of all parking restrictions and improve signage to the car park. "
13. High Street, Harefield, is the main shopping area that serves the local community. Local schools and Harefield Hospital are in close proximity to Harefield Village Centre. The area

is served by TfL U9 and 331 bus routes and the R1, R2 Hertfordshire routes. A location plan is attached as Appendix A.

14. The Cabinet Member will be aware of a major programme of work which has been undertaken within the centre of Harefield Village, with an extensive shop-front grant scheme and many other projects outside the scope of this petition hearing. There is helpful coverage of some of this work at <https://www.hillingdon.gov.uk/article/28805/Harefield-Village-Centre-improvements>
15. The Cabinet Member will recall a previous petition with 21 signatures was submitted requesting a possible 'Stop and Shop' parking scheme for the High Street. As a result of the petition, the request was added to the extensive parking scheme programme and officers are in the process of preparing a detailed design on a scheme for possible informal consultation.
16. The Cabinet Member will also be aware of a petition submitted by residents of Lovett Road, Harefield, requesting the following:

"A parking management scheme to restrict parking to residents and provision of double yellow lines on corners to remove the risk of a serious collision and ensure a clear access to Rylestone". It is further suggested that "the critical times weekdays being 8:00 and 9:00 and 16:30 and 18:30, when carers are visiting their clients on the care home".

The parking issues that residents of Lovett Road have highlighted appear to be somewhat unique to their road and generally, it does not appear that there is broad support for an area wide Parking Management Scheme in Harefield Village.

17. The petitioners have suggested possible changes to the current parking arrangements and charging regime in the car park at the rear of the properties on High Street. At the January meeting of the Harefield Tenants' and Residents' Association, the minutes of which were attached to the petition, the following comments were noted:

"Most of the feedback was to do with the parking in the village and the need to revisit and resolve this as it was putting strain on the viability of the whole village. Staff parking, shoppers parking etc.

We have an empty car park due to the cost and time restrictions on it with the local roads and the High Street taking the brunt of that. It is very important that something is done in a timely manner to keep the High Street vibrant or we will lose many of the businesses which are there, many are struggling to survive at present".

18. The introduction of parking charges at Harefield House car park stemmed from the original planning approval for the Harefield House development, which included a provision of a 99-year lease for the Council to provide and maintain this area as a public car park. If the Council had failed to take on the lease of the car park, the land would have been reassigned back to the stewardship of the developer with no obligation on them to maintain this as a public car park.
19. Data provided by the Council's Parking Enforcement Team, who are responsible for the management of the parking regime in this car park, shows that in the financial year 2017/

2018, 31,580 tickets were dispensed from the Pay and Display machines rising to 32,284 in year 2018/ 2019. 75% of the visits took advantage of the 30 minutes free parking, which would indicate that visitors are using the car park for short-stay parking for the High Street.

20. In terms of signage to indicate the location of the car park, there are three existing signs, one on the roundabout at the northern end of the High Street at the junction with Breakspear Road North and two close to the entrance to the car park, one for northbound traffic and one for southbound traffic. The Cabinet Member will be aware that the primary road signage must comply with national standards set out in a document called the 'Traffic Signs Regulations and General Directions (2016)'. However, in view of petitioners' concerns, the Cabinet Member may be minded to ask officers to review the current car park directional signage.

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 High Street 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 discuss the petitioners suggestions.

Consultation Carried Out or Required

If the Council subsequently investigates the feasibility to introduce a 'Stop and Shop' parking scheme on the High Street and possibly a Parking Management Scheme in the surrounding area, consultation will be carried out with residents and businesses 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 and businesses on parking restrictions. Informally consulting residents and businesses 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

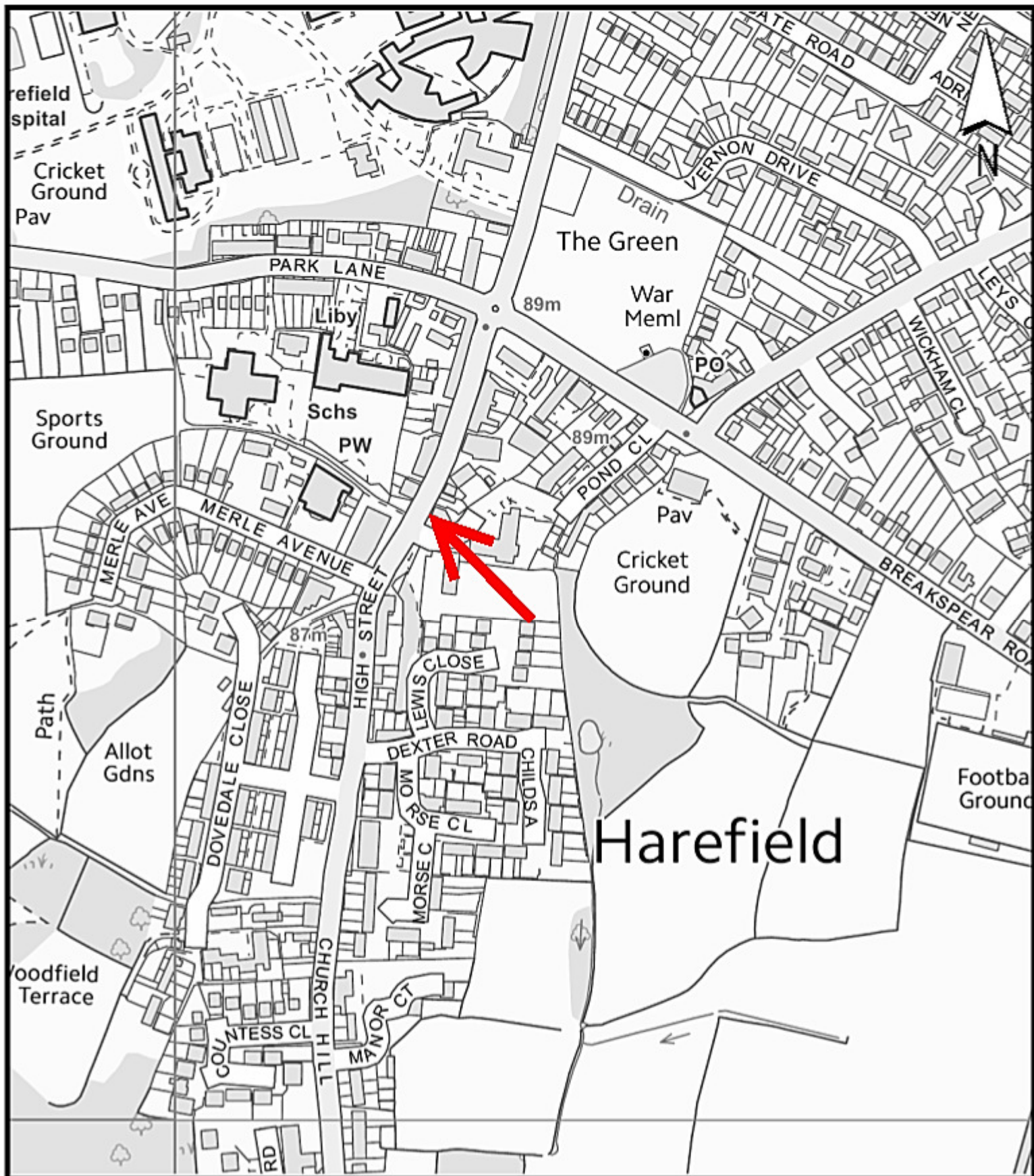
None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received



High Street, Harefield
Location plan

Appendix A

Date June 2019
Scale 1:4,000

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HARLINGTON ROAD, HILLINGDON - PETITION REQUESTING A ZEBRA CROSSING

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition requesting a zebra crossing on Harlington Road, Hillingdon close to Turks Close.
Contribution to our plans and strategies	The request can be considered as part of the Council's Road Safety Programme.
Financial Cost	There are no direct costs associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents, Education & Environmental Services
Ward(s) affected	Brunel

2. RECOMMENDATIONS

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

- 1. Considers their request for a Zebra Crossing on Harlington Road, Hillingdon close to Turks Close;**
- 2. Subject to the above asks officers to add the petitioners' request to the Council's Road Safety Programme for further detailed investigation; and,**
- 3. Asks officers to commission independent speed and traffic surveys at locations agreed by the petitioners and local ward councillors and then to report back to the Cabinet Member.**

Reasons for recommendation

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

Alternative options considered / risk management

None at this stage.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 49 signatures has been submitted to the Council, 39 of which are from local residents and ten from teaching staff from Hillingdon Primary School, under the following heading:

"To have a zebra crossing on the Harlington Road to enable safe crossing for local residents/children to local amenities and school."

The lead petitioner helpfully suggests that they would like the location of the crossing to be *"linking Harlington Road and the alley way near Turks Close"*.

2. Harlington Road (A437) is a major route that links Hillingdon/Uxbridge in the north to Hayes in the south and is classified as a borough main distributor road. Harlington Road also forms part of the A10 bus route. The location of Harlington Road is indicated on Appendix A of this report.
3. Approximately 250 metres to the north of the location where the petitioner have requested a zebra crossing there is an existing two stage staggered signal controlled crossing. Approximately 325 metres to the south, a zebra crossing was installed at this location in 2011, following discussions with the Council's Road Safety Engineer and Hillingdon Primary School.
4. At the point where petitioners have indicated their preferred location for a zebra crossing, the width of the footway on the east side of the road is approximately 1.5 metres wide and on the opposite side, the footway width is approximately 1.6 metres.
5. As the Cabinet Member will be aware, the feasibility of installing a pedestrian crossing depends on a number of design requirements including visibility distances, the lay-out of existing driveways, existing/proposed parking restrictions and the provision of a safe area for pedestrians waiting to cross the road.
6. In response to the petition, it is recommended that the Cabinet Member meets the petitioners and listens to their concerns and decides if this report should be added to the Council's Road Safety Programme for further detailed investigations and the development of options. In addition and subject to the outcome of discussions, the Cabinet Member could recommend undertaking independent speed and traffic surveys on Harlington Road, at locations to be agreed with the petitioners and ward councillors to help inform any decisions on a possible zebra crossing and any other measures that may be appropriate.

Financial Implications

If the Cabinet Member is minded to agree to undertake independent speed and traffic surveys, the cost is usually in the region of £80 to £85 per location, which will be funded through an allocation from within the Transportation Service. If works are subsequently required, suitable funding will also be identified.

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 a zebra crossing on Harlington Road, Uxbridge 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 consultation.

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 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

None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received.

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Harlington Road, Hillingdon
Petition requesting a zebra crossing

Appendix A

Date June 2019
Scale 1:4,000

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PETITION REQUESTING "NO SCHOOL PARENT PARKING" IN BOURTON CLOSE, HAYES AT PICK UP AND DROP OFF TIMES

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	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 Bourton Close, Hayes requesting "no school parent parking" in Bourton Close, Hayes at pick up and drop off times.
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	Townfield

2. RECOMMENDATIONS

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

- 1. Listens to their request for measures to prevent school parent parking in Bourton Close and school pick up and drop off times;**
- 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;**
- 3. Notes that the private parking areas in Bourton Close would not be enforced by the Council's parking enforcement contractor; and,**
- 4. Asks that ward councillors also seek to engage with the school to encourage them to work with the Council's Road Safety and School Travel Team.**

Reasons for recommendation

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

Alternative options considered / risk management

These will be discussed with petitioners.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 29 signatures has been submitted to the Council signed by residents of Bourton Close, Hayes under the following heading:

"No school parent parking in Bourton Close, Hayes, Middlesex, at pick up and drop off times"
2. In an accompanying statement submitted, the lead petitioner has helpfully provided the following additional information:

"We the residents of Bourton Close, Hayes have set up this petition about school parents parking at pick up and drop off times of the Minet Junior and Infant school on Avondale Drive, Hayes. The parents parking abusive, inconsiderate, dangerous parking in the residents allocated parking spaces damaging residents' cars and parking barriers, also leaving their litter behind.

We have approached the Minet Junior and Infant School, Avondale Drive, Hayes and we were told there is nothing they can do about parents parking and it's their culture to drive to school, if this is so, therefore the school needs to provide proper parking spaces on the school premises to be plenty of space for them to do this."
3. Bourton Close is a residential cul-de-sac comprising of 24 properties. When the development was constructed, the Council adopted the carriageway and footways and, as such, are responsible for their maintenance. However, adjacent to the carriageway there are off-street parking areas which were never given up for adoption by the developer and remain private.
4. With the exception of double yellow lines at the junction of Bourton Road where it meets Avondale Drive, which were implemented approximately ten years ago, the rest of the close remains unrestricted. The Council, as the highway authority has powers under the Road Traffic Regulation Act to make a Traffic Management Order to manage parking and traffic in the highway but it should be noted that these powers do not extend to the private parking areas which the lead petitioner mentions in their covering statement.

5. The Cabinet Member will be aware that the problem of inconsiderate parking is common around most of the schools across the Borough and the lead petitioner makes reference to the fact that the school has indicated that it is unable to take action about this issue. Whilst this may be true, many schools across Hillingdon work with the Council's Road Safety and School Travel Team on developing the school travel plan. There are many ways in which the school, working in partnership with the Council's team, can promote more sustainable modes of transport to and from school. This has successfully worked in other areas and some schools have adopted the Parent Parking Pledge which has a positive impact on reducing parking issues caused by some parents/guardians around schools. At the present time, the school has not taken up the invitation to work with the Road Safety and School Travel Team who will still continue to try to engage with them. The Cabinet Member may wish to ask the local ward councillors to also approach the school and encourage them to work with the Council on the Sustainable Travel: Active, Responsible, Safe (STARS) programme.
6. In view of the on-going concerns raised by petitioners, it is recommended that the Cabinet Member discusses the problem of non-residential parking and, if appropriate, asks officers to add this request to the extensive parking scheme programme.

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 Bourton Close 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.

Consultation Carried Out or Required

None.

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. Fairness and natural justice requires that there must be no predetermination of a decision in advance of any wider non-statutory consultation.

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

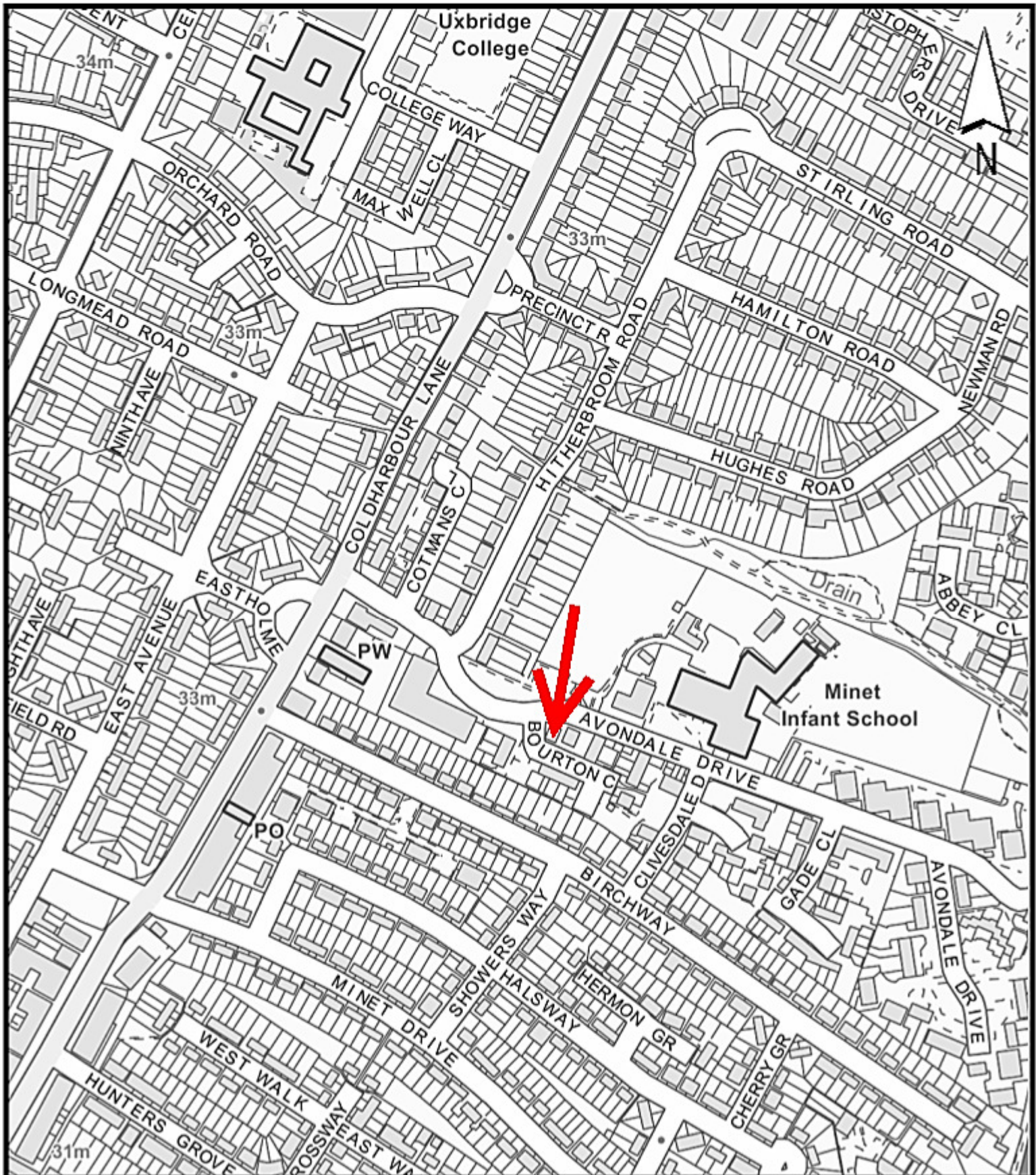
None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received.



Bourton Close, Hayes
Location plan

Appendix A

Date June 2019
Scale 1:4,000

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