



HILLINGDON  
LONDON



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

**Date:** WEDNESDAY, 9 OCTOBER  
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](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, 1 October 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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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.

	Start Time	Title of Report	Ward	Page
4	7pm	Field End Road, Eastcote - Petition Requesting a Pelican Crossing Close to Field End Infant School	Cavendish/ South Ruislip	1 - 6
5	7pm	Beech Avenue, Eastcote - Petition From Residents Requesting a Parking Management Scheme	Cavendish	7 - 10
6	7:30pm	Parkfield Avenue / Denziloe Avenue / Charville Lane West, Hillingdon - Petition Requesting Traffic Calming Measures	Hillingdon East	11 - 14
7	8pm	Carlton Avenue, Hayes - Petition Requesting Traffic Calming Measures	Pinkwell	15 - 18
8	8pm	Drayton Gardens, West Drayton - Petition From Residents Requesting A Parking Management Scheme	West Drayton	19 - 23

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# Agenda Item 4

## FIELD END ROAD, EASTCOTE - PETITION REQUESTING A PELICAN CROSSING CLOSE TO FIELD END INFANT SCHOOL

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

### **1. HEADLINE INFORMATION**

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition requesting a Pelican Crossing on Field End Road, Eastcote close to Field End Infant School.
<b>Contribution to our plans and strategies</b>	The request can be considered as part of the Council's Road Safety Programme
<b>Financial Cost</b>	There are no direct costs associated with the recommendations to this report
<b>Relevant Policy Overview Committee</b>	Residents, Education & Environmental Services
<b>Ward(s) affected</b>	Cavendish and South Ruislip

### **2. RECOMMENDATIONS**

**Meeting with the Petitioners, the Cabinet Member:**

- 1. Considers their request for a Pelican Crossing on Field End Road, Eastcote close to Field End Infant School.**
- 2. Subject to the above, asks officers to add the petitioners' request to the Council's Road Safety Programme for further detailed investigation.**
- 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.**
- 4. Invites ward councillors to make contact with the school with the aim to encourage them to work with the Council's Road Safety and School Travel Team.**

## Reason for recommendations

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

## Alternative options considered / risk management

None at this stage.

## Policy Overview Committee comments

None at this stage.

## **3. INFORMATION**

### Supporting Information

1. An e-petition with 62 valid signatures and a paper petition with 33 signatures have been submitted to the Council, from residents signed under the following heading:

*"We the undersigned, petition Hillingdon Council. We would like the Council to install a new pelican crossing on Field End Road by Parkfield Crescent."*

2. In an accompanying statement the lead petitioner helpfully provides the following information:

*"Children crossing Field End Road with their parents on a daily basis, from Monday to Friday, is a daily struggle. The zebra crossing that is already by Field End Junior School is placed too far from the infant school. Many of us cross the main road by Parkfield Crescent with cars going 40mph at least.*

*When it is safe to cross, hordes of people stop in the middle of the road, where the island is, to wait for the other on-coming cars to stop. This is highly dangerous and it has been seen a number of times that people have to squash themselves safely onto the island, so as not to be hit by a car. Parents with buggies are more at risk too, as the island space in the middle of the road is just not big enough for a group of people, especially babies in buggies.*

*To make it safer for all pedestrians crossing, we propose a pelican crossing."*

3. Field End Road is a main route that links Eastcote and Pinner in the north to South Ruislip and the A40 to the south. There is an existing two stage zebra crossing located approximately 200 metres from the central island mentioned in the petition. This safety of this zebra crossing is enhanced by the presence of a School Crossing Patrol Officer during the morning and afternoon school pick-up and drop-off times.

4. It is worth noting that the feasibility of installing any type of formal pedestrian crossing point depends on a number of design requirements including visibility distances, the lay-out of existing driveways, traffic volumes and speeds, pedestrian movements, existing/proposed parking restrictions and the provision of a safe area for pedestrians waiting to cross the road. In respect to the request for a pelican crossing, Transport for London will also have strict criteria and design standards for this type of provision as they install and maintain all traffic signals across London

5. As the Cabinet Member will be aware, 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 and it is encouraging that petitioners are keen to walk to school. Field End Infant School regularly takes up the offer of pedestrian training but at the present time the schools are not actively working with Council Officers on road safety campaigns or competitions. Whilst officers will continue to try to engage with the schools, the Cabinet Member may wish to ask the local ward councillors to also approach them and encourage them to work with the Council on the STARS programme.

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 Field End Road at locations to be agreed with the petitioners and ward councillors to help inform any decisions on a possible zebra crossing or 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 to help inform any further investigation. If additional 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.

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

Corporate Finance has reviewed the recommendations to this report and concurs with the financial implications as set out.

### **Legal**

It is important that decision-makers have no personal interest in the subject on which they are adjudicating. If the decision maker believes they have a personal interest, this must be disclosed. [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 the residents in the vicinity of Field End Road Eastcote, and other road users, (such as nearby Schools, doctor surgeries, local businesses, resident associations, and voluntary and community groups etc) that are in close proximity to Field End Road Eastcote. This in turn will avoid issues with bias, and prejudice.

In considering any informal consultation responses, decision makers must ensure that they have 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.

During the informal consultation, Members are guided to be mindful of the legal requirements for a proper consultation exercise are 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.

The receipt of major new information during or after the consultation process may require the re-opening of the consultation process to enable consultees to comment on that new information before the decision is taken.

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 2002, which govern road traffic orders, traffic signs and road markings.

The Council should show that relevant opinions and suggestions have been taken into account and explain if there are reasons why it hasn't been possible to address all of the issues raised by the consultees.

The Council should inform those consulted of any changes made as a result of the consultation.

### **Corporate Property and Construction**

None at this stage.

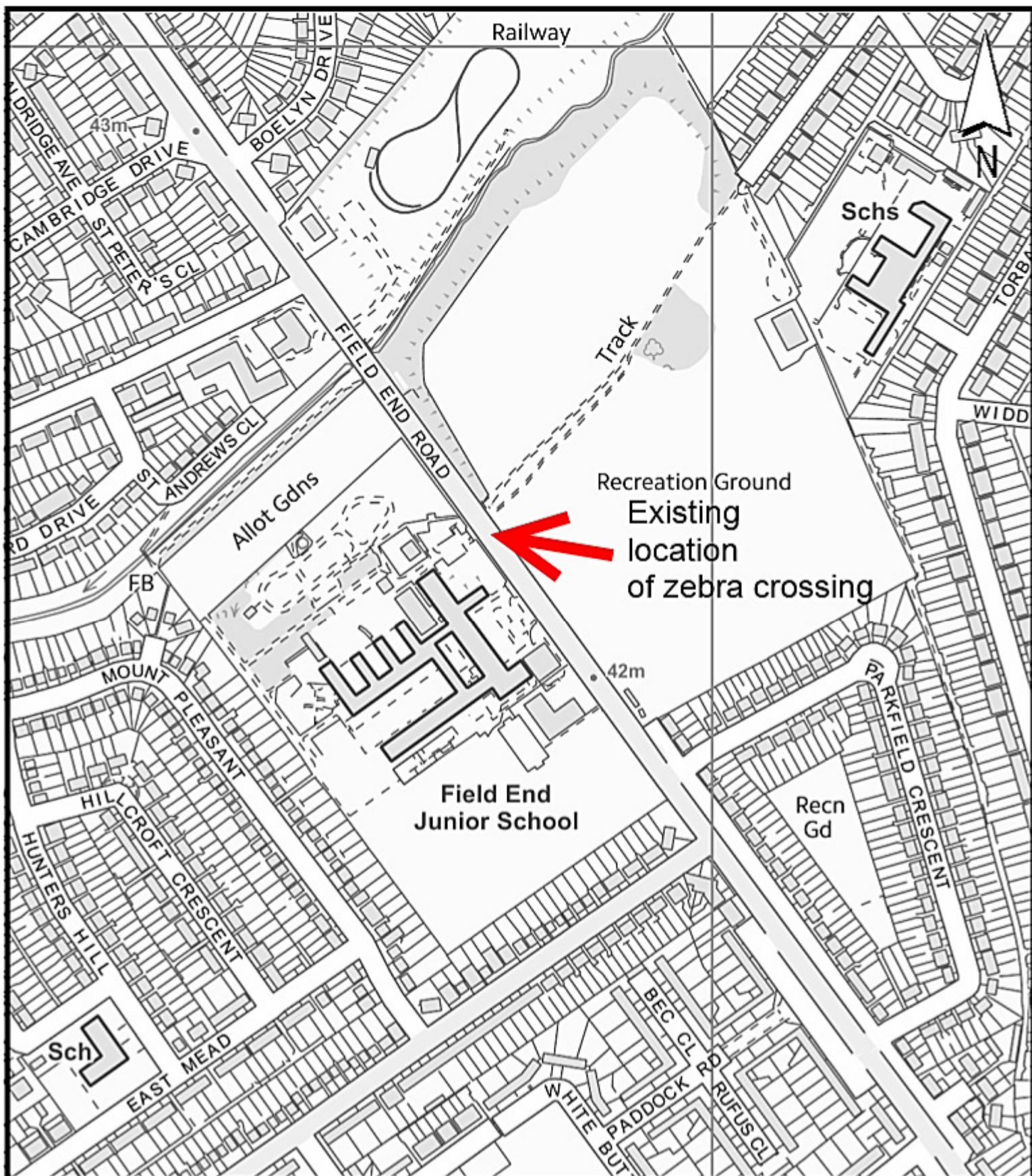
### **Relevant Service Groups**

None at this stage.



## **6. BACKGROUND PAPERS**

Petition received



# Field End Road, Eastcote - Petition requesting a pelican crossing close to Field End Infant School

Appendix A

Date September 2019

Scale 1:4,000

## BEECH AVENUE, EASTCOTE - PETITION FROM RESIDENTS REQUESTING A PARKING MANAGEMENT SCHEME

<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

### **HEADLINE INFORMATION**

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition requesting the introduction of a Parking Management Scheme in Beech Avenue, Eastcote to prevent non-residential parking.
<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>	Cavendish.

### **RECOMMENDATIONS**

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

- 1) Discusses with petitioners their concerns with parking in Beech Avenue, Eastcote and request for a Parking Management Scheme.**
- 2) Subject to the outcome of the above, decides if residents request for a Parking Management Scheme to be introduced in Beech Avenue, Eastcote should be added to the Council's future parking scheme programme for further investigation and informal consultation with residents 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.

## **INFORMATION**

### **Supporting Information**

1. A petition with 22 valid signatures has been submitted to the Council requesting that a Parking Management Scheme be considered for Beech Avenue, Eastcote to help address problems with all day non-residential parking.
2. Beech Avenue is a residential cul-de-sac with vehicular access only from Oak Grove. A small section of the road is already within the Eastcote Parking Management Scheme which leads into Columbia Avenue. This petition is in relation to the section of Beech Avenue southwest of the junction with Oak Grove that is not currently included within the scheme. The location of Beech Avenue and the nearby extent of the Eastcote Parking Management Scheme is indicated on the plan attached as Appendix A to this report.
3. The majority of roads between Eastcote Town Centre and Beech Avenue already benefit from parking controls. It therefore forms an attractive area for non-residential parking as it is just a short walk away from local shops, amenities and Eastcote Station.
4. The Cabinet Member will be aware that the Council recently introduced an extension to the Eastcote Parking Management Scheme nearby in Columbia Avenue and the small continuation of Beech Avenue which appears to be working well. If a scheme is subsequently proposed in the rest of Beech Avenue this could possibly form part of the same parking scheme zone and operating time as Columbia Avenue.
5. It is therefore recommended that the Cabinet Member discusses with petitioners their concerns and if considered appropriate, to add the request to the future parking scheme programme for further investigation and consultation with residents. It is also suggested that subject to the outcome of the petition evening, Ward Councillors are asked for their views on a suitable consultation area because, as the Cabinet Member is aware, experience has shown that it is likely parking could easily transfer to the unrestricted roads close by.

### **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 Beech Avenue, Eastcote a viable funding source would need to be identified.

## **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 have to address these concerns.

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

If the Council subsequently investigates the feasibility to introduce parking restrictions in Beech Avenue and the nearby area, consultation will be carried out with residents to establish if there is overall support.

## **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 specific legal implications for the proposal to informally consult residents and local businesses on parking restrictions. Informally consulting residents and local 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.

If the decision maker recommends officers undertake a statutory consultation, the procedures that should be followed in this case are set out in the Road Traffic Regulation Act 1984 and The Local Authorities Traffic Orders (Procedures) (England and Wales) Regulations 1996 (SI 1996/2489).

### **Corporate Property and Construction**

None at this stage.

### **Relevant Service Groups**

None at this stage.

## **BACKGROUND PAPERS**

NIL.





# Agenda Item 6

## PARKFIELD AVENUE / DENZILOE AVENUE / CHARVILLE LANE WEST, HILLINGDON - PETITION REQUESTING TRAFFIC CALMING MEASURES

<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>	Caroline Haywood, Residents Services
<b>Papers with report</b>	Appendix A

### **HEADLINE INFORMATION**

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition from residents requesting traffic calming measures along Parkfield Avenue, Denziloe Avenue and Charville Lane West, Hillingdon.
<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>	Hillingdon East.

### **RECOMMENDATIONS**

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

- 1) Listens to their request for traffic calming measures in Parkfield Avenue, Denziloe Avenue and Charville Lane West, Hillingdon; 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 recommendations**

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

## **INFORMATION**

### **Supporting Information**

1. A petition with 129 signatures has been submitted by residents living in Parkfield Avenue, Denziloe Avenue and Charville Lane West requesting a 20 mph zone.
2. Parkfield Avenue, Denziloe Avenue and Charville Lane West are residential roads that are within close proximity to bus services, shops and other local amenities. Anecdotal evidence suggests that Denziloe Avenue, Parkfield Avenue and Charville lane West are sometimes used by drivers wanting to go to the Oak Farm Estate, thus avoiding any possible congestion on Long Lane. A location plan is attached as Appendix A.
3. The widths of these roads are approximately 6.6 to 7 metres wide and are bounded on both sides by a footway measuring on average 2 metres. Charville Lane West has footways on one side and grass verges on the other. Vehicles are parking on both sides of the road in Parkfield Avenue and Denziloe Avenue. Charville Lane West has parking on one side.
4. The Council has previously undertaken traffic surveys in Parkfield Avenue and Denziloe Avenue more recently, in 2018. The results showed the majority of vehicles were found to be travelling within the speed limit in both roads. Traffic surveys were undertaken in Parkfield Avenue in 2013 and vehicle speeds in 2018 had gone down during the intervening five years.
5. Police recorded collision data for the three year period to the end of September 2018 (the latest data available) indicates that there were no recorded incidents in Parkfield Avenue, Denziloe Avenue or Charville Lane West. There was one collision in the service road involving a vehicle turning right out of Parkfield Avenue colliding with an oncoming vehicle. It should be noted that the collision data, which the Council has access to, is only police recorded incidents and does not include damage only crashes.
6. As a result of the concerns raised by residents, the Cabinet Member may be minded to instruct officers to commission 24/7 Automatic Traffic Counts on Parkfield Avenue, Denziloe Avenue and Charville Lane West at locations agreed with petitioners and ward councillors. The speed and vehicle traffic data captured and the testimony of petitioners will help inform the investigations into possible measures.

### **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.



## **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.

## **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 discuss with petitioners their request for traffic calming measures in Parkfield Avenue, Denziloe Avenue and Charville Lane West, 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.

Irrespective of Councillor's support for the scheme, there must be no predetermination of a decision in advance of any wider non-statutory consultation if the process is to be fair and just.

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

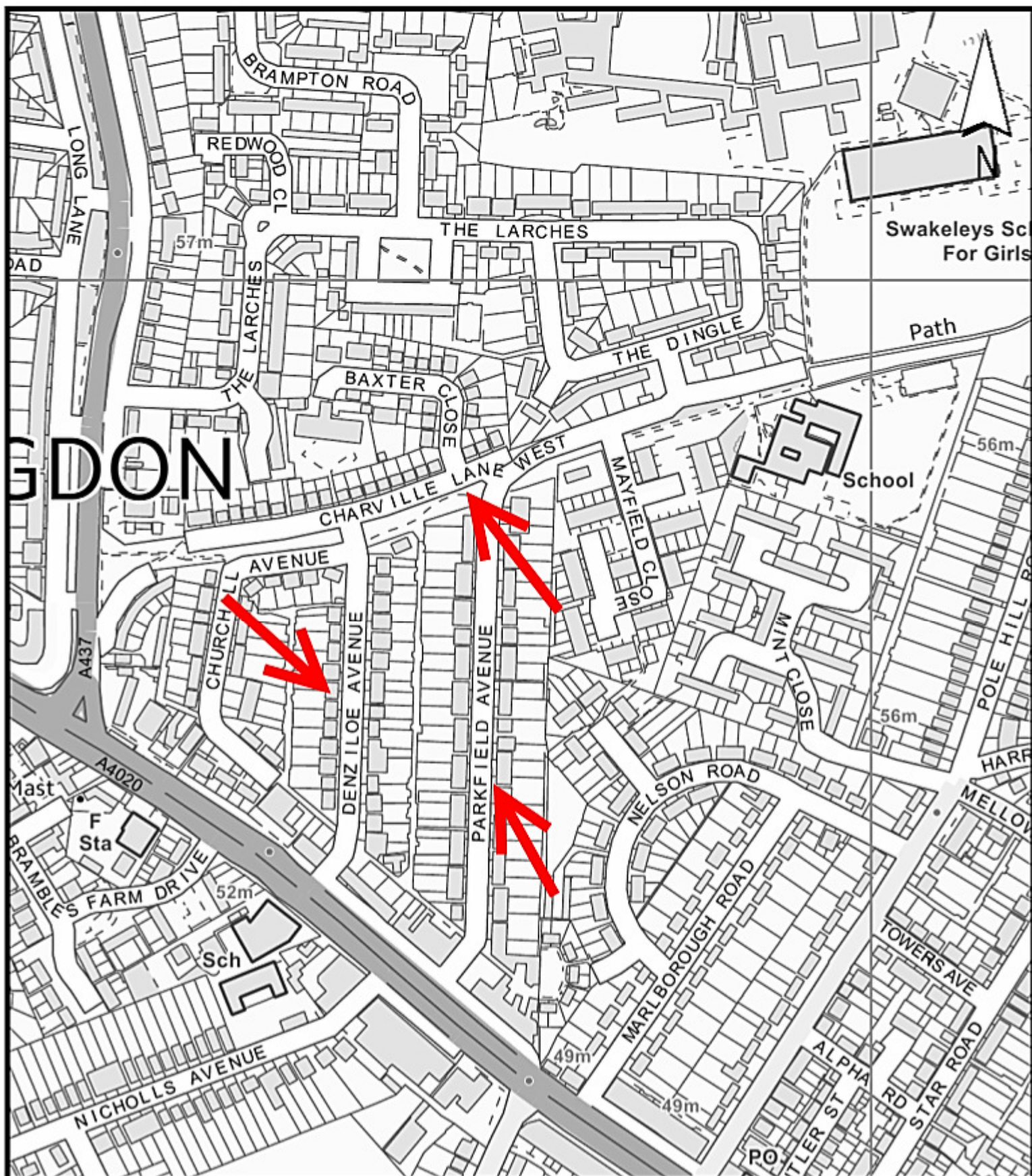
Should there be a decision that further measures are to be considered, then the relevant statutory provisions will have to be identified and considered at that time.

### **Corporate Property and Construction**

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

## **BACKGROUND PAPERS**

NIL.



## Charville Lane West, Denziloe Avenue & Parkfield Avenue, Hillingdon - Location plan

Appendix A

September 2019

Scale 1:4,000

# Agenda Item 7

## CARLTON AVENUE, HAYES - PETITION REQUESTING TRAFFIC CALMING MEASURES

<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>	Caroline Haywood, Residents Services
<b>Papers with report</b>	Appendix A

### **HEADLINE INFORMATION**

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition from residents requesting traffic calming measures along Carlton Avenue, Hayes.
<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>	Pinkwell.

### **RECOMMENDATIONS**

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

- 1) Listens to their request for traffic calming measures in Carlton Avenue, Hillingdon.**
- 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 recommendations**

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

## **INFORMATION**

### **Supporting Information**

1. A petition with 26 signatures has been submitted by residents living in 22 properties in Carlton Avenue signed under the following heading:

*"We request speed calming measures as drivers breach the speeding regulation in Carlton Avenue, Hayes. Noisy vehicles are on the increase, breaching the noise pollution regulations, which is annoying for the residents. We request the restriction of the volume of through traffic (short cut) via Carlton Avenue during the weekday peak hours. Carlton Avenue is regularly used as a car park by non-residents, for their working day and holiday parking."*

2. Carlton Avenue is a mainly residential road that is within close proximity to the M4, bus services and other local amenities. Anecdotal evidence suggests that Carlton Avenue is sometimes used by drivers wanting to go between Shepiston Lane and Bedwell Gardens, thus avoiding any possible congestion on Station Road. A location plan is attached as Appendix A.

3. The width of Carlton Avenue is approximately 7.3 metres and it is bounded on both sides by a footway measuring on average 2 metres wide. Carlton Avenue already benefits from 'At Any Time' waiting restrictions on its junctions with Shepiston Lane and Bedwell Gardens. Vehicles are allowed to park both sides of the road.

4. Police recorded collision data for the three year period to the end of September 2018 (the latest data available) indicates that there was one recorded incident in Carlton Avenue. This involved a child running across the road in front of a vehicle. The Police have not indicated whether this was speed related. It should be noted that the collision data, which the Council has access to, is only police recorded incidents and does not include damage only crashes.

5. As a result of the concerns raised by residents, the Cabinet Member may be minded to instruct officers to commission 24/7 Automatic Traffic Counts on Carlton Avenue at locations agreed with petitioners and ward councillors. The speed and vehicle traffic data captured and the testimony of petitioners will help inform the investigations into possible measures.

### **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.

## **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.

## **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 discuss with petitioners their request for traffic calming measures in Carlton Avenue, 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.

Irrespective of Councillors' support for the scheme, there must be no predetermination of a decision in advance of any wider non-statutory consultation if the process is to be fairness and just.

In considering the residents' responses, decision makers must ensure there is 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.

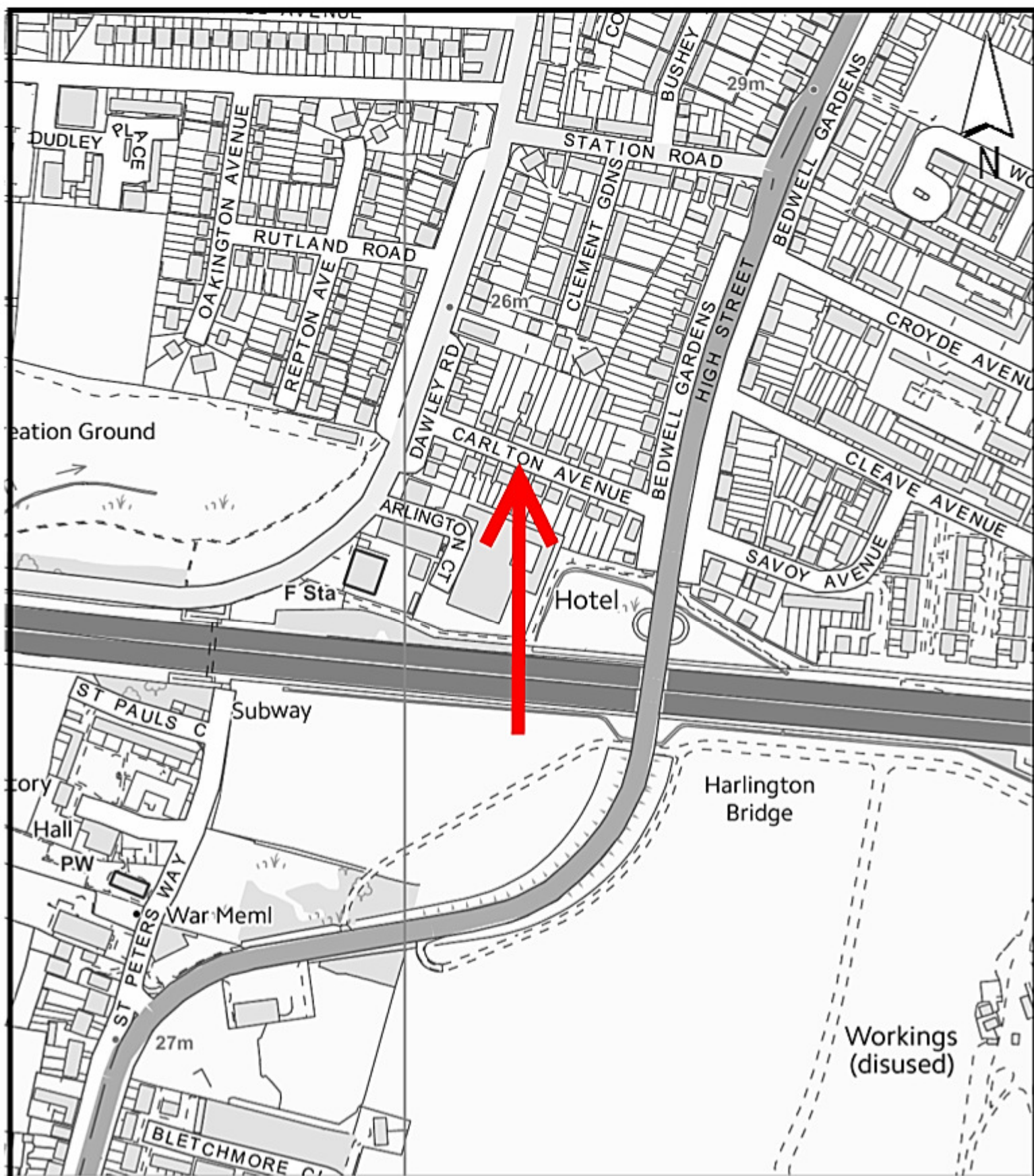
### **Corporate Property and Construction**

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

## **BACKGROUND PAPERS**

NIL.





Carlton Avenue, Hayes  
Location plan

## Appendix A

September 2019

Scale 1:4,000

## DRAYTON GARDENS, WEST DRAYTON - PETITION FROM RESIDENTS REQUESTING A PARKING MANAGEMENT SCHEME

<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

### **HEADLINE INFORMATION**

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition from residents of Drayton Gardens, West Drayton requesting a Parking Management Scheme.
<b>Contribution to our plans and strategies</b>	The request can be considered as part of the Council's strategy for on-street parking.
<b>Financial Cost</b>	There are none associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents, Education and Environmental Services.
<b>Ward(s) affected</b>	West Drayton.

### **RECOMMENDATIONS**

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

- 1) Discusses with petitioners their concerns with parking in Drayton Gardens, West Drayton.**
- 2) Notes the results of the previous consultation with residents of the area on a possible Parking Management Scheme.**
- 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.**

#### **Reasons for recommendations**

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.

## **INFORMATION**

### **Supporting Information**

1. A petition with 118 valid signatures has been submitted to the Council from residents of Drayton Gardens, West Drayton. The lead petitioner has helpfully included a covering letter which states:

*"Please accept the attached petition consisting of 120 signatures to have Drayton Gardens included in the residents (permit holders) parking scheme. Since the implementation of the resident parking scheme (WD5) in the surrounding areas we have seen a significant increase in the number of commuters parking in Drayton Gardens.*

*Originally, some residents were against the implementation of the scheme in Drayton Gardens because a scheme in operation from 09:00 to 17:00 would inconvenience residents especially shift workers.*

*Our counter proposal is to have the scheme operational from 10:00 to 12:00 (midday) Monday to Friday, as this would stop commuters from parking in Drayton Gardens and cause the least amount of inconvenience to residents."*

2. Drayton Gardens is a residential road just a short walk away from local shops, amenities and West Drayton Station. As mentioned by the lead petitioner, the road is on the periphery of the West Drayton Parking Management Scheme Zone WD5 which was introduced in May 2019 following extensive consultation with local residents and Ward Members. Attached as Appendix A is a location plan showing the location of Drayton Gardens in relation to the existing Parking Management Scheme.

3. As the Cabinet Member will recall, the Council has previously proposed a Parking Management Scheme within Drayton Gardens when developing the most recent extension to the West Drayton Parking Management Scheme. However, responses received to this consultation indicated differing views on the proposed scheme layout and overall, the majority of residents who took the opportunity to reply indicated they did not support the introduction of a scheme where they live. As a result of the responses received, it was recommended at the time that the parking arrangements in Drayton Gardens should remain as existing.

4. Since the introduction of the scheme in the roads surrounding Drayton Gardens, residents have started to experience difficulties with non-residential parking which is likely to have been displaced there as a result. This petition has been signed by 118 residents representing 77 different households spread throughout Drayton Gardens so it would appear that, since the scheme was introduced in surrounding roads, residents' opinions may have now changed.



5. Petitioners have asked that if a scheme is introduced in Drayton Gardens, it should operate 'Monday to Friday 10am to Midday' as they feel these times would prevent commuter parking without inconveniencing residents. The Cabinet Member will be aware that the Council tries to maintain the same times of operation within the same parking scheme zone. This is to prevent confusion to motorists and possible accusations of entrapment. However, in exceptional circumstances and provided that the difference in scheme operating times can clearly be indicated to motorists through the appropriate signage, the Council can propose different scheme operating times on roads that lie on the periphery of an established scheme.

6. It is therefore recommended that the Cabinet Member discusses with petitioners their concerns and if considered appropriate, to add the request to the future parking scheme programme for further investigation and consultation with residents. It is also suggested that, subject to the outcome of the petition evening, Ward Councillors are asked for their views on a suitable consultation area because, as the Cabinet Member is aware, experience has shown that it is likely parking could easily transfer to the unrestricted roads close by.

### **Financial Implications**

There are no direct financial implications associated with the recommendations to this report. If works are subsequently required and agreed, suitable funding can be identified within the existing parking programme.

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

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

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

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

None at this stage.

## **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 the time.

### **Corporate Property and Construction**

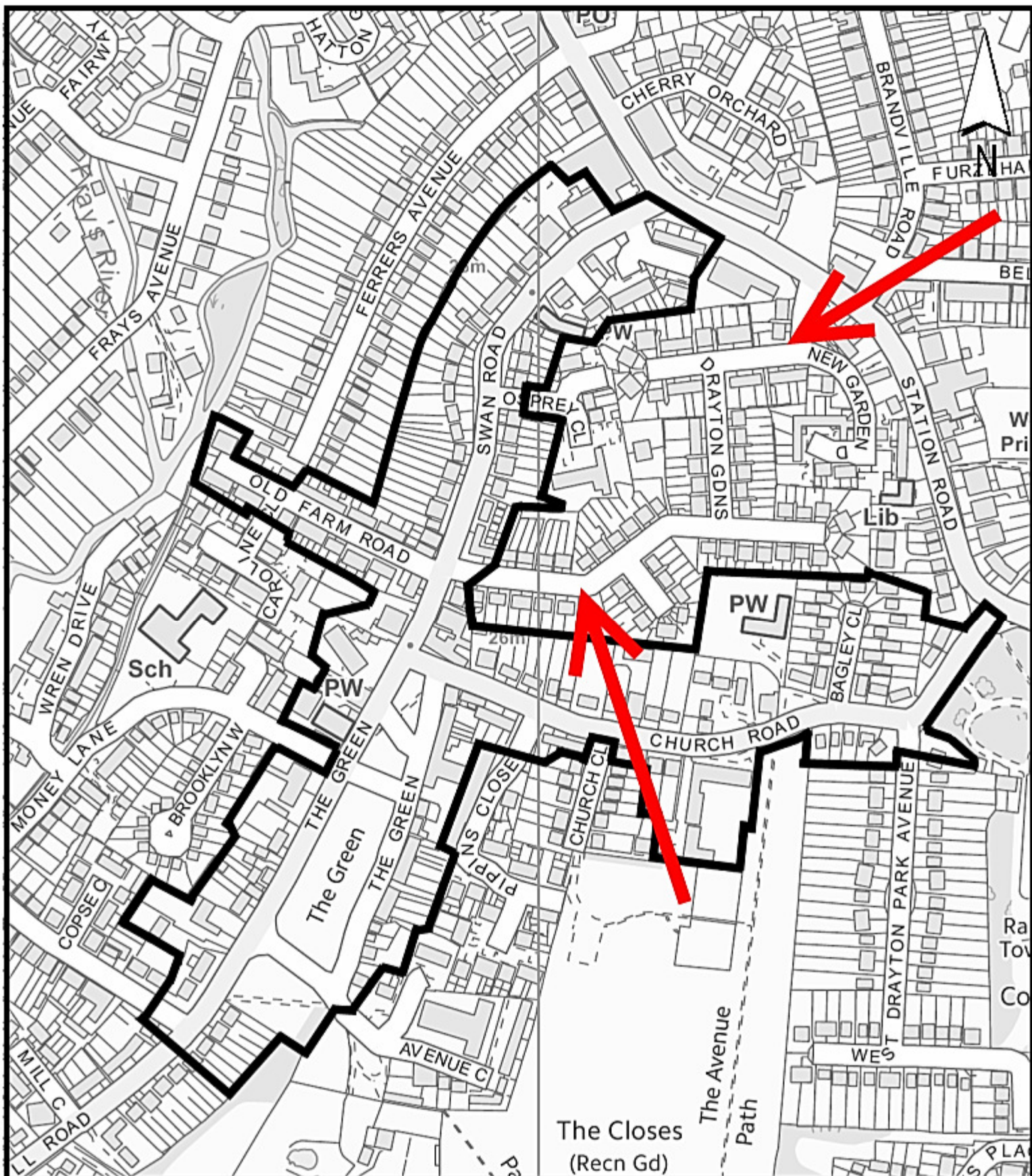
None at this stage.

### **Relevant Service Groups**

None at this stage.

### **BACKGROUND PAPERS**

NIL.



# Drayton Gardens, West Drayton Petition requesting a Parking Management Scheme

Appendix A

June 2019

Scale 1:4,000



Extent of the West Drayton Parking Management Scheme Zone WD5

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