



HILLINGDON  
LONDON



# Petition Hearing - Cabinet Member for Planning and Transportation

**Date:** WEDNESDAY, 17  
FEBRUARY 2010

**Time:** 7.00 PM

**Venue:** COMMITTEE ROOM 3 -  
CIVIC CENTRE, HIGH  
STREET, UXBRIDGE UB8  
1UW

**Meeting  
Details:** Members of the Public and  
Press are welcome to attend  
this meeting

## Councillors on the Committee

Keith Burrows, Cabinet Member for  
Planning and Transportation

## 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  
to support or listen to your views.

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.

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# Agenda

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

- 1 To confirm that the business of the meeting will take place in public.
- 2 To consider the report of the officers on the following petitions received.
- 3 Farmlands - Request to install a zebra crossing in the locality of the sheltered housing unit known as Ascot Court, Farmlands or adjacent to it
- 4 Edinburgh Drive, Ickenham - Request for a Residents Parking Scheme in Edinburgh Drive
- 5 Clifton Gardens, Hillingdon East - Clifton Gardens and surrounding roads requesting measures to alleviate serious traffic problems in the area (in relation to Abbotfield and Swakeleys Schools)
- 6 Edwards Avenue, South Ruislip - Petition against speeding along Edwards Avenue and surrounding streets
- 7 Hill Lane/ Hill Rise, West Ruislip - Waiting Restrictions Petition

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## TITLE: FARMLANDS, EASTCOTE – PETITION REQUESTING A PEDESTRIAN CROSSING

<b>Cabinet Portfolio</b>	Planning and Transportation
<b>Report Author</b>	Steve Austin
<b>Papers with report</b>	Appendix A

### HEADLINE INFORMATION

<b>Purpose of report</b>	To inform the Cabinet Member that two petitions have been received, requesting a pedestrian crossing in the vicinity of Ascott Court, a sheltered housing unit.
<b>Contribution to our plans and strategies</b>	The request will be considered as part of the Council's strategy for road safety and provision of pedestrian crossings.
<b>Financial Cost</b>	There are none associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents and Environmental Services
<b>Ward(s) affected</b>	Northwood Hills, Eastcote and East Ruislip

### RECOMMENDATION

That the Cabinet Member

1. Discusses with petitioners their concerns with crossing roads in the vicinity of Ascott Court and listens to their suggestions on possible locations for a pedestrian crossing.
2. Subject to 1 above, asks Officers to undertake a feasibility study for the possible installation of a pedestrian crossing and report back.

### INFORMATION

#### Reasons for recommendation

The petition requests are acknowledged and before deciding on whether a pedestrian crossing can be provided, the Cabinet Member will need to be advised on both feasibility and estimated cost.

## Alternative options considered

Alternative locations for a pedestrian crossing can be discussed with the petitioners.

## Comments of Policy Overview Committee(s)

None at this stage

## Supporting Information

1. Two petitions have been submitted to the Council, both requesting a “zebra” pedestrian crossing on Joel Street in the proximity of Ascott Court. As the petitioners are asking for the same crossing facility it is suggested to the Cabinet Member they can be considered together in the same report.
2. One petition with 46 signatures predominately signed by residents of Farmlands, Eastcote has been presented to the Council under the following heading:  
  
*“We the undersigned residents hereby request Hillingdon Council to install a zebra crossing in the locality of the sheltered housing unit known as Ascott Court, Farmlands or adjacent to it”.*
3. Farmlands is a small cul-de-sac parallel to Joel Street and accessed from Wiltshire Lane. At its southern end there is Ascott Court, a sheltered housing development. The road layout is indicated on Appendix A.
4. The other petition with 29 signatures all of which are from residents of Ascott Court was presented under the following heading;  
  
*“We the following residents of the London Borough of Hillingdon and Ascott Court, Farmlands, HA5 2LJ call on the London Borough of Hillingdon to install a zebra crossing urgently, to avoid future fatalities and enable elderly residents to cross this busy road safely”*
5. A request for a zebra crossing is clear but it is not clear where the petitioners consider a crossing is required. It is likely to be on Joel Street but further clarification is required before the Council could consider a feasibility study.
6. The Cabinet Member will remember an item on a previous Road Safety programme, which introduced a central refuge in Joel Street just north of Wiltshire Lane. This was provided to assist pedestrians cross Joel Street at this point, primarily to access a bus stop on the east side of Joel Street. The petitioners clearly prefer a formal pedestrian crossing and subsequently have asked for a zebra crossing at or close to the existing refuge.
7. The Cabinet Member will also be aware, the Council endeavours to introduce as many pedestrian crossings as possible as part of an annual programme, subject to funding. The success of individual crossings is dependent on it being located in the desire line of pedestrian movement. Although formal pedestrian crossings are the safest place to cross roads, it has become apparent from accident records that possibly the most hazardous area is within 50 metres. Subsequently, it is

necessary to locate these facilities where they would be most used by residents with little deviation from their desired path line.

8. It is suggested the Cabinet Member invites the petitioners to suggest suitable locations and subject to their viability asks officers to undertake a feasibility study to install a zebra pedestrian crossing on Joel Street close to Ascott Court, Farmlands including the estimated cost and report back.

## **Financial Implications**

There are none associated with the recommendations to this report as a feasibility study can be undertaken with in-house resources. However, if the Council subsequently considers and approves the installation of a pedestrian crossing, a suitable funding source will need to be identified. One could be the Council's Road Safety programme and another possibly an allocation from Transport for London under a walking budget heading.

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

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

To allow the Cabinet Member to discuss in detail the petitioner's concerns and where they consider a pedestrian crossing would be most appropriate.

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

If the Cabinet Member subsequently approves the introduction of a pedestrian crossing, Public Notice would be given so that objections can be submitted to the Council for consideration.

## **CORPORATE IMPLICATIONS**

### **Corporate Finance**

### **Legal**

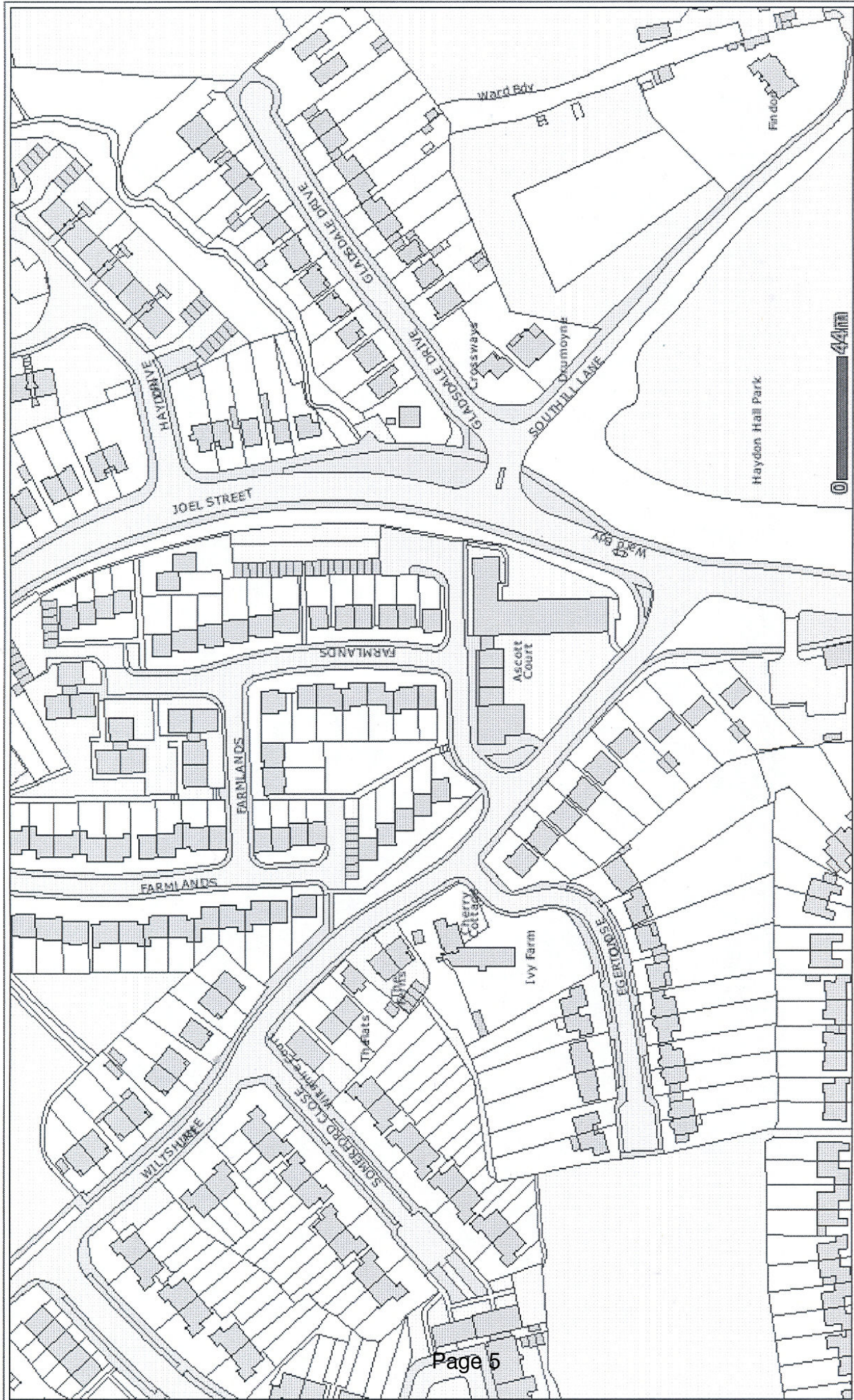
## **BACKGROUND PAPERS**

Petition received 27<sup>th</sup> November 2009

Petition received 30<sup>th</sup> December 2009

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# Agenda Item 4

## TITLE: EDINBURGH DRIVE, ICKENHAM – PETITION REQUESTING A “RESIDENTS PERMIT PARKING SCHEME”

<b>Cabinet Portfolio</b>	Planning and Transportation
<b>Report Author</b>	Steve Austin
<b>Papers with report</b>	Appendix A

### HEADLINE INFORMATION

<b>Purpose of report</b>	To inform the Cabinet Member that a petition has been submitted from residents of Edinburgh Drive, Ickenham requesting a “Residents Permit Parking 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 is none associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents and Environmental Services
<b>Ward(s) affected</b>	Ickenham

### RECOMMENDATION

That the Cabinet Member

1. Meets and discusses with the petitioners their concerns with parking in Edinburgh Drive.
2. Subject to No. 1 decides if all households of Edinburgh Drive, Edinburgh Close and The Paddock should be informally consulted regarding support for a Residents Permit Parking Scheme.

### INFORMATION

#### Reasons for recommendation

Discussions with the petitioners will allow the Cabinet Member to fully understand their concerns and if it is considered appropriate consult residents in this area of Ickenham, bounded by a railway line, a major road and a school.

## **Alternative options considered**

None at this stage, as the petitioners have requested a Residents Permit Parking Scheme. However, further options could arise from the discussion with petitioners.

## **Comments of Policy Overview Committee(s)**

None at this stage

## **Supporting Information**

1. A Petition with 20 signatures, all from residents of Edinburgh Drive, has been submitted to the Council requesting a Resident Parking Scheme. The petition was signed by just over one-fifth of households of Edinburgh Drive which were spread uniformly along the road.
2. Edinburgh Drive is parallel to Long Lane in Ickenham and has a junction at its northern end with Glebe Avenue and with Long Lane at its southern end. It is indicated on Appendix A and although not shown on the plan just to the south of the properties in Edinburgh Drive, there is The Douay Martyrs Secondary School which has a vehicular entrance from Edinburgh Drive. At the northern end, Ickenham Underground Station is on Glebe Avenue, a short distance from the junction with Edinburgh Drive. Consequently, at either end of the road, there appears to be two traffic attractors and motorists may consider Edinburgh Drive a convenient road for parking which would mostly be long term throughout the day.
3. The request of residents is acknowledged but the Cabinet Member will be aware the Council's policy is only to consider the introduction of Residents Permit Schemes where they will be supported by the majority of residents within a feasible area. The latter is required to avoid undue transfer of parking to other roads. In general therefore, it would not be recommended to the Cabinet Member that a single road such as Edinburgh Drive could be considered for a Residents Permit Parking Scheme. However, with its location, it could be considered a relatively self contained area as it has Long Lane, a major road, to its west, the Underground Railway Lines on the west, The Douay Martyrs Secondary School to the south and waiting restrictions on Glebe Avenue in the north.
4. The Cabinet Member will recall, a similar request in the form of a petition from residents of Willow Tree Close which is on the northern side of Glebe Avenue, a short distance from the junction with Edinburgh Drive. As this road is a cul-de-sac, it could be considered for a Residents Permit Scheme and subsequently, the Cabinet Member approved consultation with residents. It is suggested to the Cabinet Member that he discusses with petitioners the potential strength of support for a Residents Permit Parking Scheme in this area of Edinburgh Drive which would need to include Edinburgh Drive and The Paddock. There may be potential to join with Willow Tree Close for an area wide Residents Parking Scheme.

## **Financial Implications**

There are none associated with recommendations to this report. However, if subsequently the Council were to consider installation of a Residents Permit Scheme in this area of Ickenham, a

funding source would need to be identified, and this would usually be from an allocation of the Parking Revenue Account surplus.

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

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

To allow the petitioners to discuss directly with the Cabinet Member their concerns with parking in Edinburgh Drive so that the Cabinet Member can give due consideration to whether to proceed with the Council's own consultation.

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

Before proceeding with the consideration of a detailed parking scheme, all residents in the potential area are consulted for their views.

## **CORPORATE IMPLICATIONS**

### **Corporate Finance**

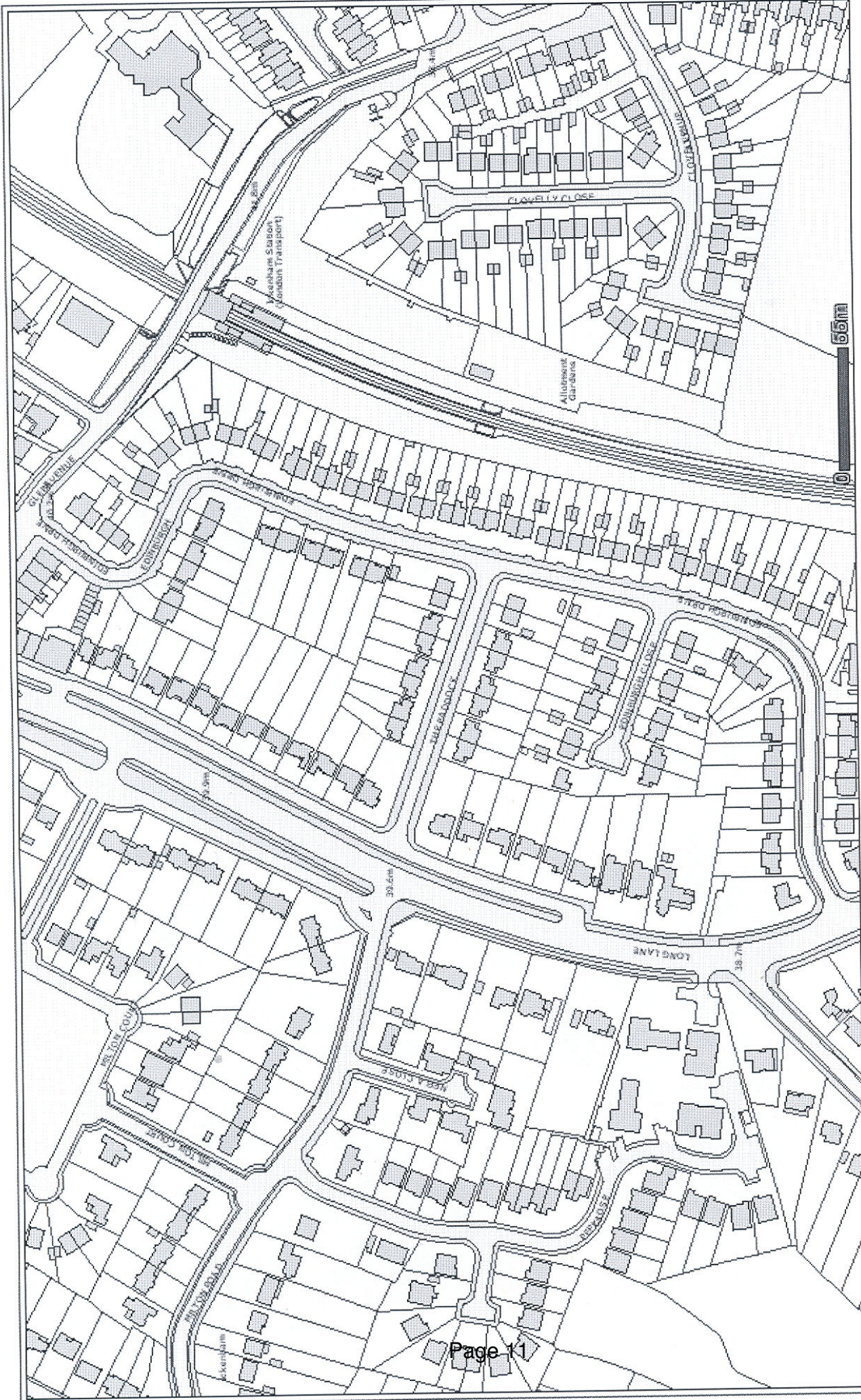
### **Legal**

There are no specific legal implications, the Cabinet Member has discretion as to whether he thinks an informal consultation is required.

## **BACKGROUND PAPERS**

Petition dated 29<sup>th</sup> October 2009

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<b>TITLE: CLIFTON GARDENS, HILLINGDON – PETITION REQUESTING MEASURES TO ALLEVIATE TRAFFIC PROBLEMS</b>
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<b>Cabinet Portfolio</b>	Planning and Transportation
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<b>Report Author</b>	Steve Austin
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<b>Papers with report</b>	Appendix A
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## HEADLINE INFORMATION

<b>Purpose of report</b>	To inform the Cabinet Member that a petition has been received from residents of Clifton Gardens concerning problems with traffic in their road and asking the Council to introduce measures that will alleviate the situation.
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<b>Contribution to our plans and strategies</b>	The petition request can be considered as part of the Council's strategy for road safety.
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<b>Financial Cost</b>	There are none associated with the recommendations to this report.
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<b>Relevant Policy Overview Committee</b>	Residents and Environmental Services
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<b>Ward(s) affected</b>	Hillingdon East
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## RECOMMENDATION

**That the Cabinet Member**

- 1. Discusses with petitioners their concerns with traffic in Clifton Gardens and the possible measures that could be considered to address the issues raised.**
- 2. Subject to the outcome of 1 above asks Officers to investigate the feasible measures identified as part of the Council's Road Safety programme.**

## INFORMATION

### Reasons for recommendation

The residents of Clifton Gardens have raised traffic issues as a concern but ameliorative measures need to be acceptable to them to be successful. If measures are identified they can be considered as part of the Council's Road Safety programme.

## Alternative options considered

These will be discussed with the petitioners.

## Comments of Policy Overview Committee(s)

None at this stage

## Supporting Information

1. A petition with 283 signatures has been received from residents of Clifton Gardens under the following heading:  
  
*“ The traffic congestion and parking situation approaching the Abbotsfield and Swakeleys School complex from the junction of Long Lane and Clifton Gardens has been a severe problem for a number of years and is one that should be addressed as soon as possible, especially in light of the proposed expansion of the School site through the Building Schools for the future project. We, the undersigned, are concerned citizens who urge our leaders to act now to introduce a scheme (or schemes) to alleviate the growing problems caused by the above”.*
2. In a covering letter to the petition, the organiser emphasises that Clifton Gardens is the main access to two schools which attracts problems with parents/guardians dropping and collecting pupils at school starting and finishing times. There is also concern that currently two applications are under consideration, one for a block 6 flats and another for extensive re-development of one of the school sites. This is considered will exacerbate the current problems experienced by residents.
3. Clifton Gardens is indicated on the map attached as Appendix A. It is on the east side of Long Lane and at its far eastern end is the vehicular and pedestrian access to Abbotsfield and Swakeleys Schools. Approximately, midway along the road there is a crossroad junction with Snowden Avenue/Brampton Road. The petition organiser also points out that Clifton Gardens, presumably the western end carries “Rat-running” traffic attempting to avoid congestion on Long Lane. It is likely the eastern section carries the brunt of any problems with school traffic. Clearly, Clifton Gardens would also be the main route used by emergency services should an incident occur on one of the school sites.
4. The Cabinet Member will be familiar with issues raised by residents living in the close vicinity to schools and it is not an easy matter to solve without unduly impacting on these residents. Clearly any measures introduced will only be successful if they are acceptable to local residents.
5. Within the covering letter, the petition organiser indicates a meeting has been held with residents of Clifton Gardens and that several options have been put forward that they would like the Council to consider. These have not been incorporated into the petition and it is suggested the Cabinet Member discusses with petitioners their suggestions and identify any feasible measures that could be included in the Council’s Road Safety programme.

## **Financial Implications**

There are none associated with the recommendations to this report. The investigation of feasible measures can be carried out with in-house resources. However, if measures are introduced in Clifton Gardens, a budget will need to be identified and due to the road safety implications, it may be possible for the Cabinet Member to consider an allocation from the Council's Road Safety programme.

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

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

To allow the Cabinet Member to discuss in detail, residents concerns and the potential solutions that could be considered.

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

If the Council subsequently approves the introduction of traffic measures in Clifton Gardens, all residents will be consulted prior to the Cabinet Member arriving at a final decision on a proposed scheme.

## **CORPORATE IMPLICATIONS**

### **Corporate Finance**

### **Legal**

The proposals for the introduction of road safety measures to alleviate problems in Clifton Gardens can be achieved by exercising powers under the Road Traffic Regulation Act 1984 and Highways Act 1980. On the basis of the information contained in this report, it does not appear that there are special legal implications for this particular matter. The client will be required to be mindful of the statutory procedures imposed upon the traffic authority for the making of Traffic Management Orders which spring from the Road Traffic Regulation Act 1984. Officers are familiar with these procedures. In cases of doubt, Legal Services will be instructed. The decision maker must balance the relevant considerations to best give effect to the discharge of the statutory duty to secure the expeditious, convenient and safe movement of vehicular traffic and other traffic.

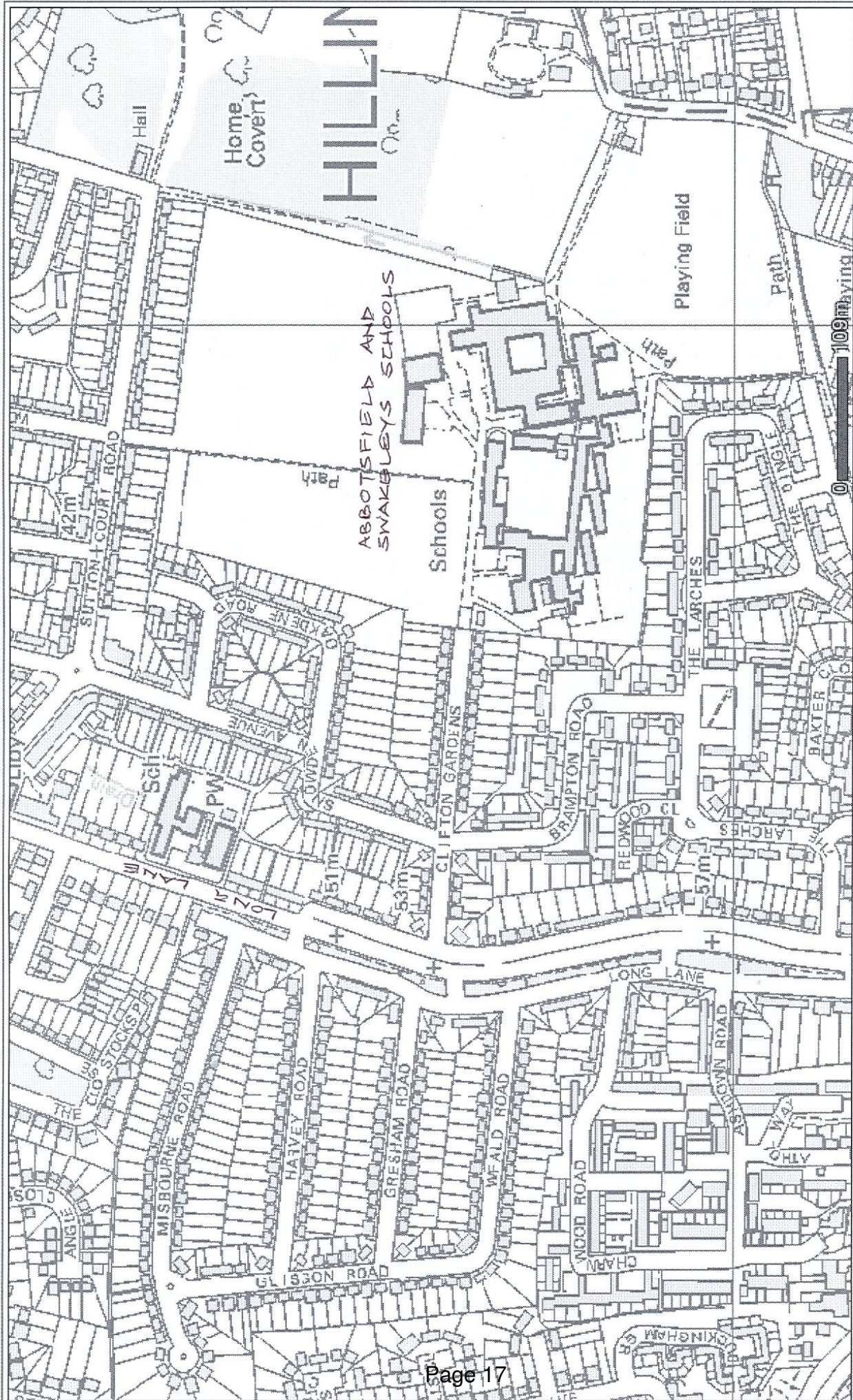
In considering any consultation responses, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer recommendation. The decision maker must be satisfied that responses from the public were conscientiously taken into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

## **BACKGROUND PAPERS**

Petition received 21<sup>st</sup> October 2009

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# APPENDIX A



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<b>TITLE: EDWARDS AVENUE, RUISLIP – PETITION REQUESTING ACTION TO STOP SPEEDING</b>
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<b>Cabinet Portfolio</b>	Planning and Transportation
<b>Report Author</b>	Steve Austin
<b>Papers with report</b>	Appendix A

## HEADLINE INFORMATION

<b>Purpose of report</b>	To inform the Cabinet Member that a petition has been received from residents living in the South Ruislip area asking for action to stop “dangerous speeding that occurs on Edwards Avenue”.
<b>Contribution to our plans and strategies</b>	The petitioner’s request can be considered as part of the Council’s annual programme of road safety initiatives.
<b>Financial Cost</b>	There are none associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents and Environmental Services
<b>Ward(s) affected</b>	South Ruislip

## RECOMMENDATION

**That the Cabinet Member**

1. **Discusses with petitioners their concern with speeding traffic in detail and the possible options to address issues that would be acceptable to residents.**
2. **Subject to 1, asks Officers to include the request and possible options in the Road Safety programme.**

## INFORMATION

### Reasons for recommendation

The success of traffic measures which address speeding are largely successful if they are acceptable to local residents. These can be identified with petitioners for further detailed investigation by Officers within the Road Safety programme.

### Alternative options considered

These will be discussed with petitioners.

## Comments of Policy Overview Committee(s)

None at this stage

### Supporting Information

1. A petition with 64 signatures has been received from residents in the area of South Ruislip, south and east of Station Approach and West End Road respectively. The signatures consist of half from residents in Edwards Avenue and the remainder from roads within the area.
2. The petition heading is as follows:  
  
*“We, the undersigned, request the council take immediate action to stop the dangerous speeding that occurs along Edwards Avenue and surrounding streets, when motorists try to jump the queue along Station Approach, Ruislip. This speeding occurs at all times of the day, not just at rush hour times. Residents are particularly concerned as children walk along this route to attend Bourne Junior School and feel it is only a matter of time before a serious accident occurs”.*
3. The road layout in this part of South Ruislip is indicated on Appendix A and shows Edwards Avenue is parallel with Station Approach. At the junction of West End Road and Station Approach, there are traffic signals and Edwards Avenue from the plan would appear to be an attractive route for motorists to avoid this junction. As a consequence of this, a diagonal road closure was installed at the junction of Edwards Avenue and Mahlon Avenue some years ago and this prevents traffic from Station Approach by-passing the signal installation for access to West End Road. Both Station Approach and West End Road are busy, as the latter is an important link to the A40 Western Avenue. For most of the day, queuing occurs in Station Approach on the approach to West End Road. There is a ‘turn left’ filter from Station Approach into West End Road.
4. It would now seem that due to the extensive queuing on Station Approach towards West End Road, motorists are endeavouring to by-pass the queue and from Appendix A, it would appear a number of side roads along Station Approach link with Edwards Avenue and could be perceived by drivers as an attractive route to “jump” the queue. The petitioners point out this has become a frequent occurrence and that these motorists travel at inappropriate speeds.
5. There are a number of options to address speeding traffic and one could be the introduction of a further diagonal closure. This however would require the support of most residents living within the area whose vehicle journeys could be made more torturous. This would be a more cost effective solution than the introduction of Traffic Calming measures, assuming appropriate ones could be identified in Edwards Avenue. Whatever measures can be developed would require the support of local residents most affected.
6. It is suggested the Cabinet Member discusses in detail with petitioners their concerns with speeding traffic and endeavour to determine options that Officers could investigate in detail as part of the Road Safety programme.



## **Financial Implications**

Any measures that are subsequently approved by the Council would require funding from the Road Safety programme, and would be subject to budget availability and capital release and approval rules. At this stage, the estimated cost for these measures is unknown and will only be determined following investigation and consultation with residents.

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

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

To allow the Cabinet Member to discuss directly with petitioners their concerns and possible measures to address the issues.

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

Consultation with local residents would be carried out if suitable traffic measures could be identified to address the petitioners concerns.

## **CORPORATE IMPLICATIONS**

### **Corporate Finance**

### **Legal**

There are no special legal implications for this matter.

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

In considering any consultation responses arising, 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.

## **BACKGROUND PAPERS**

Petition received 6<sup>th</sup> October 2009

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<b>TITLE: HILL LANE/HILL RISE, RUISLIP – PETITION REQUESTING LIMITED TIME WAITING RESTRICTIONS</b>
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<b>Cabinet Portfolio</b>	Planning and Transportation
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<b>Report Author</b>	Steve Austin
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<b>Papers with report</b>	Appendix A
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## HEADLINE INFORMATION

<b>Purpose of report</b>	To advise the Cabinet Member that the Council has been sent details of consultation undertaken by residents of Hill Lane and Hill Rise on concerns with commuter parking and their preferred course of action to prohibit it.
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<b>Contribution to our plans and strategies</b>	The petitioners request will be considered in accordance with the Council’s strategy for on-street parking controls.
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<b>Financial Cost</b>	There is none associated with the recommendations to this report.
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<b>Relevant Policy Overview Committee</b>	Residents and Environmental Services
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<b>Ward(s) affected</b>	West Ruislip
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## RECOMMENDATION

**That the Cabinet Member**

1. **Notes the residents concerns with “All day” commuter parking in their road and the request for limited time waiting restrictions.**
2. **Asks Officers to carry out a Council consultation with residents of Hill Lane and Hill Rise to point out that waiting restrictions will apply to themselves as well as visitors and if a scheme is still acceptable what are the preferred hours of operation.**

## INFORMATION

### Reasons for recommendation

It is clear residents of Hill Lane and Hill Rise are concerned with the level of commuter parking which they report has increased in recent months. The proposed Council consultation will ascertain the level of support for their preferred choice of limited time waiting restrictions with the knowledge that restrictions will also apply to residents.

## Alternative options considered

The residents have carried out their own consultation on the options available to address “All day” commuter parking and their preferred choice is limited time restrictions.

## Comments of Policy Overview Committee(s)

None at this stage

## Supporting Information

1. A local Ward Councillor for Hill Lane and Hill Rise presented to the Council questionnaire returns from residents indicating responses to a number of questions about concerns with “All day” commuter parking. The questionnaire responses have been treated as a petition and accordingly are presented to the Cabinet Member for consideration. The petition organiser who is understood to be a resident of Hill Rise or Hill Lane circulated a questionnaire asking residents to indicate their views regarding “All day” commuter parking and a preference for measures that are available to address the issue. A further optional question asked residents if they wished to include their name and address.
2. The location of Hill Lane and Hill Rise is indicated on Appendix A. It is close to West Ruislip Station and consequently is attractive to commuters for parking. Although the plan attached as Appendix A would indicate there is a vehicular connection between Ickenham Road and Hill Lane, it is closed to vehicle traffic, a short distance south west of Hill Rise when it becomes a pedestrian and cycle path only. Nevertheless, Hill Lane and Hill Rise would appear to be a convenient place for commuters to park and walk to West Ruislip Station along Hill Lane.
3. Twenty nine consultation responses were handed to the Council of which only half indicated the respondents address. All those that did came from either Hill Lane or Hill Rise and it is assumed the other half which are essentially anonymous also came from residents of Hill Lane and Hill Rise.
4. The results have been analysed by the petition organiser and briefly are as follows:
  - 90% of responses find commuter parking is a problem, if only sometimes.
  - 83% have found a significant increase in commuter parking in the past few months.
  - Nearly two-thirds have had difficulty accessing drives because of parked vehicles.
  - 88% of responses want limited time waiting restrictions to deter “All day” parking
  - Over three-quarters of responses indicate they do not want a Residents Permit Parking Scheme.
5. It is clear from the results there is concern with the level of commuter parking in these roads and that it appears to be increasing. The residents were offered by the questionnaire two options to address this parking. One was a one-hour waiting restriction which was supported by 88% of responses and the other was a Residents Parking Scheme of which 77% were against. Unfortunately, however the petition organiser when addressing the question of a restricted waiting time scheme, informed residents that this would not apply to themselves. This is not possible and those who replied may have been misled on one of the options to deter commuter parking. Although in the past the Council has introduced one-hour waiting restriction schemes in

roads close to this part of West Ruislip, since that time the Parking Manager has pointed out that experience with a one-hour period in which to carry out affective enforcement is providing difficult and that a minimum 2 hour period is much preferred. The Cabinet Member will recall petitions from residents in the roads close to Hillingdon Underground Station where the preferred times for restricted parking is 2 hours in the morning and 1 hour in the afternoon. This would appear to be affective and has not been the cause of complaints from residents.

6. It is clear the residents of Hill Lane and Hill Rise are concerned with commuter parking and that it is steadily increasing to the extent it interferes with suitable access to their off-street parking. In view of the unfortunate information supplied to residents that waiting restrictions for one-hour a day are practical and would not apply to themselves, it is recommended to the Cabinet Member that the Council undertakes its own consultation to point out waiting restrictions will apply to residents and ask if they wish to continue with their request for these measures. It can also be pointed out to residents that a minimum 2 hour period, and preferably one morning and one afternoon, would be needed to effectively deter "All day" parking.

### **Financial Implications**

There are none associated with recommendations to this report as the Council consultation would be carried out utilising in-house resources.

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

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

To determine the level of support for limited time waiting restrictions in Hill Lane and Hill Rise after residents had the opportunity to be informed they would apply equally to themselves.

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

One of the recommendations is that the Council carries out his own consultation.

### **CORPORATE IMPLICATIONS**

#### **Corporate Finance**

#### **Legal**

There no are no special legal implications for the proposal for an informal consultation.

### **BACKGROUND PAPERS**

Responses received 12<sup>th</sup> October 2009

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# APPENDIX A



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