



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Planning and Transportation

Date: WEDNESDAY, 26 MAY 2010

Time: 7.00 PM

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

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

Cabinet Member hearing the petitions:

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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further information.**

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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.

	Start Time	Title of Report	Ward	Page
3.	7.00pm	Furzeham Road, West Drayton - Petition Requesting Residents Parking Scheme	West Drayton	1 - 4
4.	7.00pm	Merrimans Corner, Hillingdon - Petition Requesting a "Stop and Shop" Parking Scheme	Botwell	5 - 9
5.	7.30pm	Grove Road and Moor Park Road, Northwood - Petitions Requesting Parking Controls	Northwood	11 - 15
6.	8.00pm	High Street, Harlington - Petition Requesting Control Parking	Heathrow Villages	17 - 20
7.	8.00pm	Albert Road and Keith Road, Hayes - Petitions concerning the Proposed Residents Parking Scheme	Botwell	21 - 25

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FURZEHAM ROAD, WEST DRAYTON – PETITION REQUESTING RESIDENTS PARKING SCHEME

Cabinet Member	Cllr Keith Burrows
Cabinet Portfolio	Planning and Transportation
Officer Contact	Danielle Watson
Papers with report	Appendix A – Location Plan

HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that a petition has been received from residents of Furzesham Road asking to join other roads in the proposed West Drayton/Yiewsley Parking Management Scheme Zone WD1.
Contribution to our plans and strategies	The residents' request will be considered as part of the Council's strategy for on-street parking.
Financial Cost	There are none associated with the recommendation to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward affected	West Drayton

RECOMMENDATION

It is recommended that the Cabinet Member for Planning and Transportation notes the petition and;

1. Meets and discusses with petitioners their concerns with parking in Furzesham Road.
2. Subject to the outcome of 1 above, asks officers to include Furzesham Road in the subsequent review of the West Drayton/Yiewsley Parking Management Scheme Zone WD1 and to include this within the forward programme.

INFORMATION

Reasons for recommendation

To allow the Cabinet Member to discuss with petitioners their concerns and, if appropriate, to include Furzesham Road in the subsequent review of the new West Drayton/Yiewsley Parking Management Scheme.

Alternative options considered

None because the petitioners have made a request to be included within the proposed West Drayton/Yiewsley Parking Management Scheme Zone WD1.

Comments of Policy Overview Committee(s)

None at this stage

Supporting Information

1. A petition with 28 signatures has been received from residents in Furzesham Road, West Drayton requesting to join the proposed West Drayton/Yiewsley Parking Management Scheme Zone WD1. This represents 16 households of the 29 located on the Furzesham Road. Furzesham Road is a 'no through road' located to the north of Bellclose Road and east of Brandville Road. Attached at Appendix A is a plan indicating the location of Furzesham Road. The petition represents a 59% majority of the households in Furzesham Road.
2. An informal consultation took place in February 2009 in the roads surrounding West Drayton and Yiewsley Town Centres to determine if there would be support for area wide parking controls. At this time 29 questionnaires were delivered to the residents of Furzesham Road and 13 were returned. This represents a response rate of 45%. Of these responses 11 indicated they wanted no change to the current parking arrangements and 2 indicated support to be part of a residents parking scheme.
3. Residents were re-consulted in July 2009 on the basis that adjoining roads were likely to become part of a parking scheme. Again results indicated little support for a scheme. Consequently it was recommended, based on the residents' views that no further action would be taken to introduce a parking scheme in Furzesham Road.
4. Subsequently, between 4th and 24th November 2009 statutory consultation was carried out on the detailed design for the proposed Parking Management Scheme for the West Drayton/Yiewsley area. During this time the petition was received from residents of Furzesham Road asking that the Parking Management Scheme be extended to their road.
5. It is therefore recommended that the Cabinet Member discuss with petitioners their concerns and, if considered appropriate, to include Furzesham Road within a future review.

Financial implications

There are none associated with the recommendations in this report. However if subsequently the Council were to consider the introduction of a Parking Management Scheme in Furzeham Road as requested funding would be required to fund the consultation and subsequent implementation. This would usually come from the parking Revenue Account, subject to the availability of an unallocated surplus.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

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

Consultation Carried Out or Required

Informal consultation has been carried out in Furzeham Road twice with residents asked if they wanted to be part of a Residents Permit Parking Scheme. Due to a negative response on both occasions Furzeham Road was not included in a subsequent statutory consultation for the West Drayton/Yiewsley area. If a proposed scheme for the West Drayton/Yiewsley area comes into operation there may be further consultation as part of a review.

CORPORATE IMPLICATIONS

Legal

In considering the petition 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. If a local authority decides to embark upon a non-statutory process of consultation, following a statutory consultation, the applicable principles are no different from those which apply to statutory consultation: see *R (Partingdale Lane Residents Association) v Barnet London Borough Council* [2003] EWHC 947 (Admin), [2003] All ER (D) 29.

Officers must ensure there is a full note of the main points discussed at the meeting with the petitioners. If there are new points raised in the period after the statutory consultation period which are likely to make a material difference to the competing considerations then officers ought to consider the need for further statutory consultation.

BACKGROUND PAPERS

Petition received November 24th 2009.



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MERRIMANS CORNER, HILLINGDON – PETITION REQUESTING A “STOP & SHOP” PARKING SCHEME	
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Cabinet Portfolio	Planning and Transportation
Report Author	Steve Austin
Papers with report	Appendices A and B

HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that a petition has been received asking the Council to introduce a “Stop & Shop” parking scheme along the shopping parade in Harlington Road, south of Merrimans Corner.
Contribution to our plans and strategies	The request will be considered in relation to the Council’s strategy for on-street parking schemes.
Financial Cost	There are none associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents and Environmental Services
Ward(s) affected	Botwell

RECOMMENDATION

That the Cabinet Member:

- 1. Meets and discusses with petitioners the problems they experience with parking.**
- 2. Subject to the outcome of 1 above, asks officers to add the request for a “Stop & Shop” parking scheme in the Merrimans Corner shopping parade to the Council’s overall programme and carry out informal consultation with shopkeepers as resources permit.**

INFORMATION

Reasons for recommendation

As it is not clear whether the petition was signed by shopkeepers in the parade, the Council will need to carry out its own consultation to establish the level of support a parking scheme would receive from business occupiers.

Alternative options considered

None as the petitioners have asked for a “Stop & Shop” parking scheme.

Comments of Policy Overview Committee(s)

None at this stage.

Supporting Information

1. A petition has been submitted to the Council from 20 residents in the postcode area of UB8. The petition contains house numbers, postcodes and telephone numbers. Although the addresses are not available, all postcodes had the prefix UB8 and can be considered to be within the proximity of Merrimans Corner.
2. The location of the shopping parade is indicated on Appendix A. It consists of six units with an adopted service road along its frontage and a private service road to the rear. The service road at the front of these shops extends further south and along the frontage of a significant number of residential properties. For clarity, a small scale location plan of this area is attached as Appendix B which shows the service road extending from just south of Merrimans Corner to just north of Corwell Lane.
3. The Cabinet Member will be familiar with the Council’s “Stop & shop” schemes and how popular they are with small shopping parades and town centres. It would appear the petitioners have seen these schemes elsewhere and would like one installed at the front of the shops. However, the service road does extend a considerable distance south along residential frontages and if long term parking is removed from the front of the shops, it is likely to transfer outside residential properties. Consequently, officers recommend consulting all residents and business occupiers that could be affected by proposed parking controls. It is also likely residents live above the shops.
4. It is suggested to the Cabinet Member that discussions are held with petitioners to determine the scale of the problem they experience and if it is considered appropriate to add this request to the Council’s overall parking programme. The Cabinet Member will also be aware that we have an extensive programme and currently priority is given to those requests that have been received previously and placed on the programme. If this request is added to the programme, subsequently it will be investigated following the study and possible implementation of schemes already on the programme.

Financial Implications

There are none associated with the recommendations to this report as consultation and feasibility studies can be undertaken with in-house resources. If however, subsequently the

Cabinet Member would like to consider the introduction of a “Stop & Shop” parking scheme, a bid would be required to the Parking Revenue Account surplus for the necessary funds.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To add the request to the Council’s parking programme for subsequent consultation with business occupiers and residents.

Consultation Carried Out or Required

None at this stage but when the Council are in a position to consider this request further, informal consultation be carried out with business occupiers and residents who would be directly affected.

CORPORATE IMPLICATIONS

Legal

There are no special legal implications for the proposal, which amounts to an informal consultation.

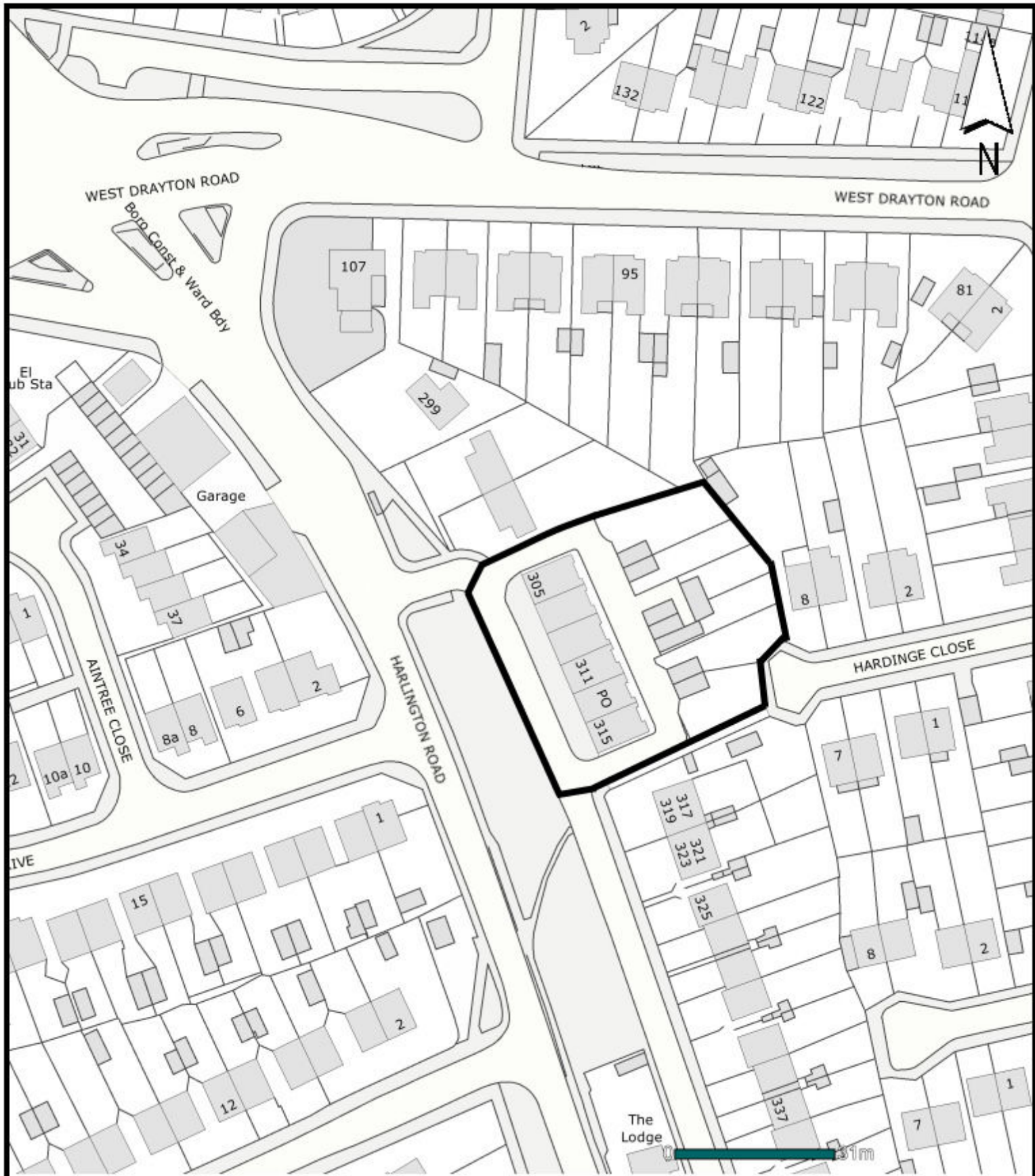
A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage. Fairness and natural justice requires that there must be no predetermination of a decision in advance of 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.

BACKGROUND PAPERS

Petition received 1st March 2010



Merrimans Corner Shopping Parade

Appendix A

Date April 2010

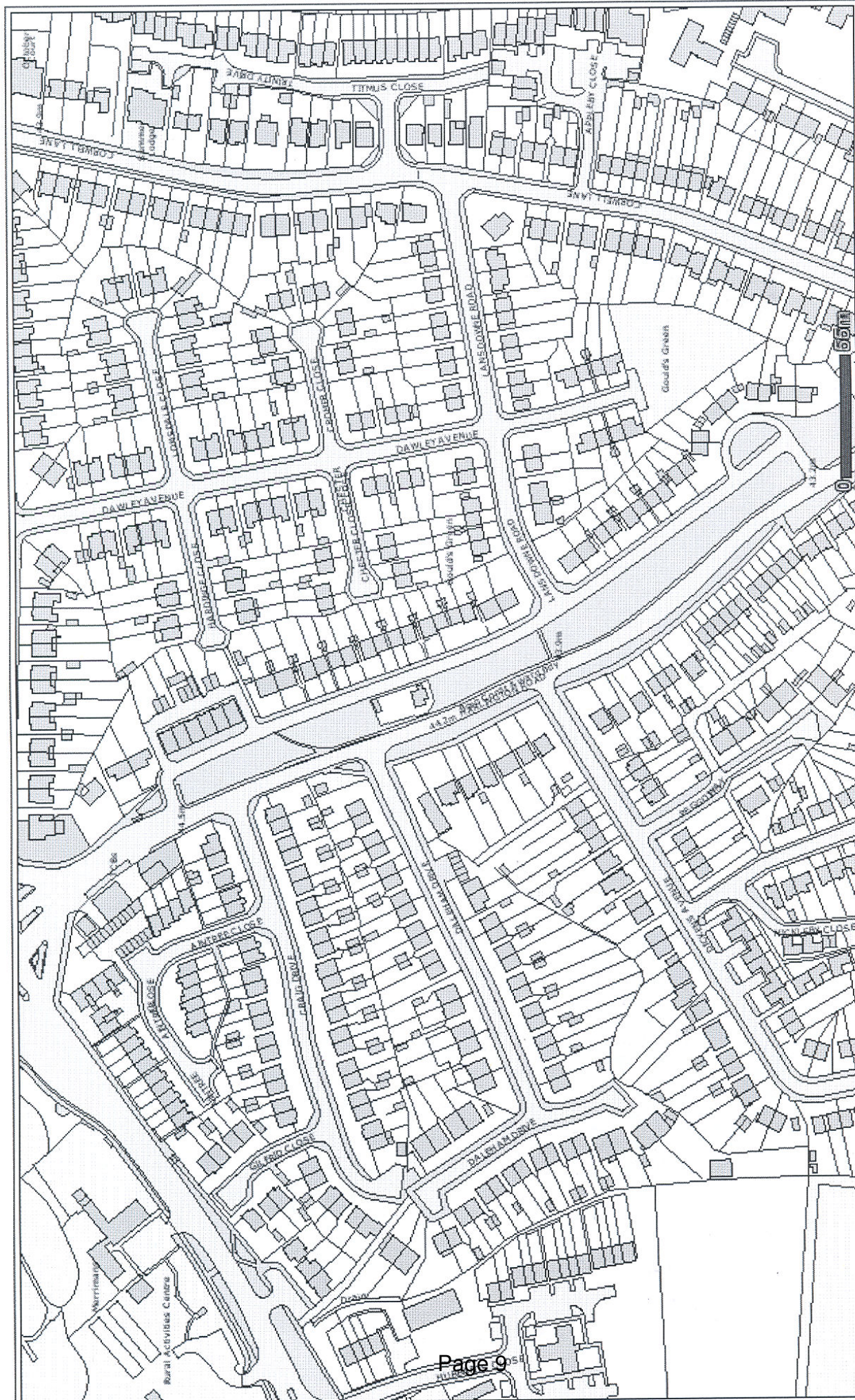
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Extent of Merrimans Corner Shopping Parade

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APPENDIX B



2457
 9.3.2010
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GROVE ROAD AND MOOR PARK ROAD, NORTHWOOD – PETITION REQUESTING PARKING CONTROLS

Cabinet Portfolio

Planning and Transportation

Report Author

Steve Austin

Papers with report

Appendix A

HEADLINE INFORMATION

Purpose of report

To inform the Cabinet Member that two similar petitions have been received from residents of Grove Road and Moor Park Road, Northwood regarding parking by non-residents and asking for parking controls to be implemented. Due to the similar nature of the requests, the petitions can be considered together and consequently are combined within this report.

Contribution to our plans and strategies

The request can be considered as part of the Council's strategy for on-street parking controls to improve the local environment and quality of life.

Financial Cost

There is none associated with the recommendations to this report.

Relevant Policy Overview Committee

Residents and Environmental Services

Ward(s) affected

Northwood

RECOMMENDATION

That the Cabinet Member:

1. Discusses with petitioners concerns with parking in their roads and if they have a preferred course of action to address this issue.
2. Subject to 1 above asks officers to add the request to the Council's programme and consult with residents of Grove Road and Moor Park Road.

INFORMATION

Reasons for recommendation

It is not clear from the petitions on whether the residents are asking to become part of Northwood Residents Permit Parking Scheme or prefer waiting restrictions on both sides of the respective roads.

Alternative options considered

These can be explored in discussion with the Cabinet Member at the petition evening.

Comments of Policy Overview Committee(s)

None at this stage

Supporting Information

1. Two petitions have been received from residents of Grove Road and Moor Park Road, Northwood regarding concerns with parking in their roads and have requested similar measures as installed in the adjacent road, Sandy Lodge Way.
2. The petition from Grove Road residents has 32 signatures under the following heading:

"We the undersigned, being residents of Grove Road, Northwood, request that the London Borough of Hillingdon, creates a Residents' Only Parking Scheme in Grove Road to stop all-day parking by non-residents, in particular, to prevent the sale of vehicles from the road".

The petition from Moor Park Road residents has 25 signatures under the following heading:

"Following the parking restrictions already in force in Sandy Lodge Way and the recent decision by the Residents of Grove Road to apply for parking restrictions, it is proposed that the Residents of Moor Park Road would also wish to request parking restrictions.

We would ask the Council to consider this request formally and so are submitting a petition to that effect".

3. These roads are located in the northern area of the Northwood Residents Parking Scheme and are shown on Appendix A. The existing Northwood Residents Parking Scheme has been installed in Halland Way, Sandy Lodge Way and Woodside Way which are the roads closest to Grove Road and Moor Park Road. The scheme is only in operation between 1pm – 2pm, Monday to Friday and is likely that because of the existing scheme, parking has transferred into Grove Road and Moor Park Road.
4. It would appear from the petition heading that Grove Road residents are asking to become part of the Residents Permit Parking Scheme, although in a covering letter to this petition, the request was further detailed in that a one-hour waiting restriction between 1pm to 2pm Mondays to Fridays was the preferred course of action. Following the request for parking controls from Residents of Grove Road, those in Moor Park Road

have become concerned with the transfer of parking particularly if restrictions are introduced into Grove Road.

5. It is not clear whether residents in these roads want to join the residents' scheme which would include parking bays or whether it is only waiting restrictions for the one-hour of operation period that is the basis of their request. It is suggested therefore that the Cabinet Member discusses with petitioners their concerns with parking and what the preferred course of action would be to address the issues they have raised. Although Grove Road can be considered as a whole, Moor Park Road is only likely to receive support for parking controls at its eastern end and the cut off point would therefore need to be determined.

Financial Implications

There are none associated with the recommendations to this report, however if subsequently, the Cabinet Member approves the inclusion of Grove Road and Moor Park Road into the Northwood Residents Permit Parking Scheme, a bid would be required from the surplus of the Parking Revenue Account to install the necessary signs and lining.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member to discuss in detail with petitioners their concern with parking in the respective roads and to explore the possible options that could be introduced to address the issues.

Consultation Carried Out or Required

Before proceeding with the introduction of any parking controls, the Council always carries out extensive area wide consultation both informally and statutorily. If the residents of Grove Road and Moor Park Road want parking controls, consultation would form an integral part of any proposed scheme.

CORPORATE IMPLICATIONS

Legal

There are no special legal implications for the proposal, 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.

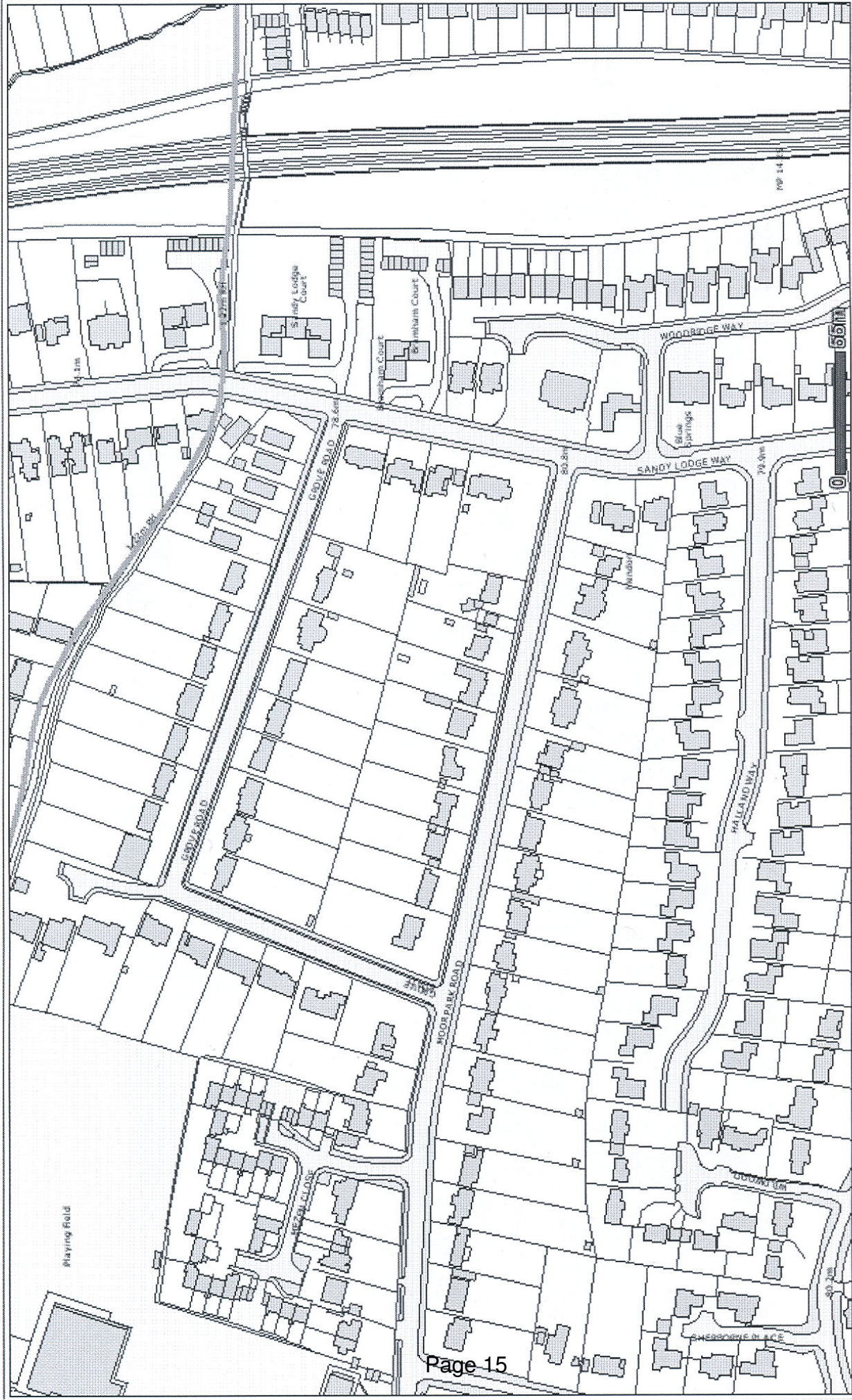
Should there be a decision that further measures are to be considered then the relevant statutory provisions will have to be identified and considered.

BACKGROUND PAPERS

Petition received 9th February 2010

Petition received 15th February 2010

APPENDIX A



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HIGH STREET, HARLINGTON – PETITION REQUESTING CONTROL PARKING

Cabinet Portfolio

Planning and Transportation

Report Author

Steve Austin

Papers with report

Appendix A

HEADLINE INFORMATION

Purpose of report

To inform the Cabinet Member that a petition has been organised by residents living in the section of High Street, Harlington between Victoria Lane and St Peters Way requesting the introduction of controlled parking, which in effect is requesting an extension to the Heathrow Parking Scheme.

Contribution to our plans and strategies

The request can be considered as part of the Council's strategy for on-street parking controls.

Financial Cost

There is none associated with the recommendations to this report

Relevant Policy Overview Committee

Residents and Environmental Services

Ward(s) affected

Heathrow Villages

RECOMMENDATION

That the Cabinet Member:

1. **Considers the petitioners' request and discusses with them their concerns with parking outside their homes.**
2. **Subject to the outcome of 1 above, asks officers to include this part of Harlington in the subsequent review of the recent extension to the Heathrow Parking Scheme included in the forward programme.**

INFORMATION

Reasons for recommendation

To allow the Cabinet Member to discuss with petitioners their concerns with parking and if appropriate to include this section of Harlington within the subsequent review of the most recent extension to the Heathrow Parking Scheme.

Alternative options considered

The petitioners have requested controlled parking and although this can be addressed by the introduction of waiting restrictions, it is more likely the residents want to park outside their homes but are precluded from doing so at present due to non-residential parking.

Comments of Policy Overview Committee(s)

None at this stage.

Supporting Information

1. A petition with 14 signatures has been received from residents living on the west side of High Street, Harlington between Victoria Lane and St Peters Way requesting controlled parking. Although the petition contains less than the customary 20 signatures, the local Ward Councillor has asked that it be heard by the Cabinet Member at a petition evening. This part of Harlington is shown on Appendix A.
2. The petition request for controlled parking is assumed to be for an extension to the existing Heathrow Parking Scheme. This has recently been enlarged to include Victoria Lane and this request is very likely to have arisen from this extension which may have transferred parking to just outside the new zone boundary.
3. The Cabinet Member will know the Council's policy is to review all schemes within 6 to 12 months of it coming into operation and this includes consultation with residents outside the scheme to determine if there would be support for an extension. At this time, the Council circulates to residents outside the scheme an information leaflet so that they will have a better understanding on how a scheme would affect them.
4. The most recent extension of the Heathrow Parking Scheme to Victoria Lane came into operation on 30th November 2009. Consequently, the review will be carried out within 12 months but as resources permit and subject to progress with other schemes on the parking programme, it may be possible to carry this out at an earlier date.
5. It is recommended therefore that the Cabinet Member discusses with petitioners their concerns with parking and if it is considered appropriate to include this section of Harlington within the forthcoming review.

Financial Implications

There are none associated with the recommendations to this report. The funding of the review, when carried out, would require the identification of funding. Similarly, if there was a subsequent recommendation to extend the scheme to include this section of High Street, Harlington, a

funding source would need to be identified, with any available unallocated Parking Revenue Account surplus being the usual source.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member to understand the petitioner's concern with on-street parking and to consider adding this area of Harlington to the subsequent review of the recent extension of the Heathrow Parking Scheme.

Consultation Carried Out or Required

All residents within the area of the subsequent review will be consulted for their views and comments.

CORPORATE IMPLICATIONS

Legal

There are no special legal implications for the proposal, which amounts to extending an informal consultation to include the residents living in the section of High Street, Harlington between Victoria Lane and St Peters Way.

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

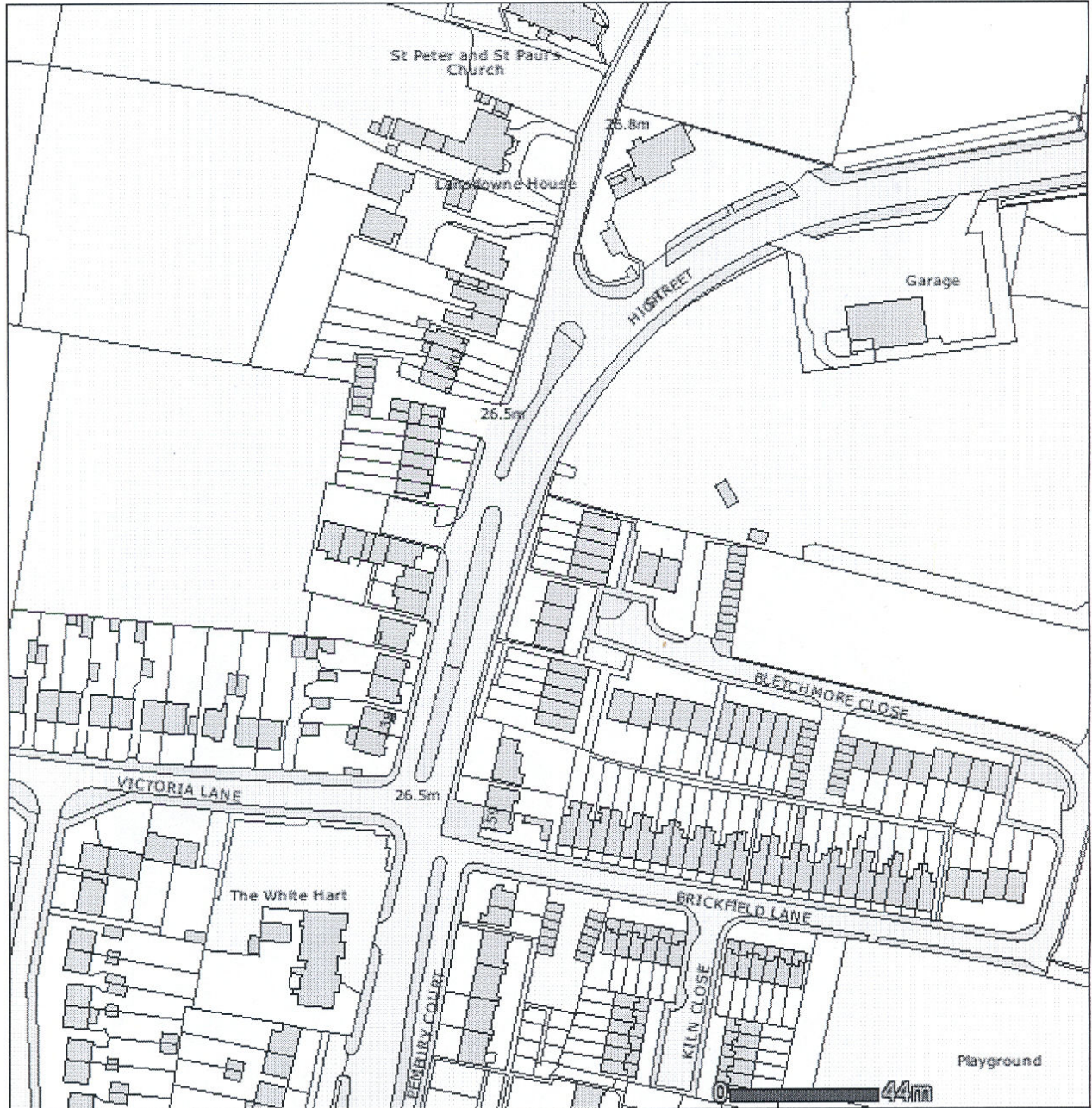
In considering any informal consultation responses, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer recommendation. The decision maker must be satisfied that responses from the public are conscientiously taken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

BACKGROUND PAPERS

Petition received 12th March 2010

High Street, Harlington

APPENDIX A



Legend

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Map Information

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ALBERT ROAD AND KEITH ROAD, HAYES – PETITIONS CONCERNING THE PROPOSED RESIDENTS PARKING SCHEME

Cabinet Portfolio	Planning and Transportation
Report Author	Steve Austin
Papers with report	Appendix A

HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that two petitions have been received concerning the Council’s proposals for a Residents Permit Scheme in Keith Road and Albert Road, Hayes. As the petitions are related to the same scheme, it is considered appropriate for them to be considered in the same report.
Contribution to our plans and strategies	The petitions can be considered in relation to the Council strategy for on-street parking controls
Financial Cost	There is none associated with the recommendations to this report
Relevant Policy Overview Committee	Residents and Environmental Services
Ward(s) affected	Botwell

RECOMMENDATION

That the Cabinet Member

1. **Meets and discusses with the petitioners their concerns with parking in Albert Road and Keith Road**

2. **Asks officers to include the petition request and the outcome of discussions above in the forthcoming report incorporating all representations received from statutory consultation on the proposed parking scheme for Keith Road and Albert Road, Hayes.**

INFORMATION

Reasons for recommendation

Following statutory consultation on parking proposals, all comments received must be considered by the Council before a final decision. A report will subsequently be drafted

detailing these comments which can include these petitions together with the outcome of discussions with the Cabinet Member at the petition evening.

Alternative options considered

To control parking on street, the Council have powers to introduce Residents Permit Parking Schemes or waiting restrictions. These alternatives were put to the residents of Albert Road and Keith Road who preferred the introduction of permit parking. A petition however from the Elim Christian Centre has put forward the alternative option of waiting restrictions.

Comments of Policy Overview Committee(s)

None at this stage

Supporting Information

1. Two petitions have been received at the Council regarding the proposed Residents Permit Parking Scheme for Keith Road and Albert Road in Hayes. As they are concerning the same scheme, it is considered appropriate to consider them within the same report.
2. Attached as Appendix A, is a road layout of Keith Road and Albert Road which are located on the northeast corner of the main road junctions of North Hyde Road with Station Road. Following a petition request from residents of Keith Road and Albert Road, the Council have proposed a Residents Permit Parking Scheme and statutory consultation was carried out between 17th February 2010 – 10th March 2010.
3. The first petition received contained 20 signatures from residents of Albert Road and Keith Road. These residents signed to the following heading.

The following signatures approve of the parking management scheme for Albert Road and Keith Road, thus giving priority to residents and visitors for on-street parking.

“This petition clearly has been organised by residents to emphasise their complete support for the introduction of Residents Permit Parking scheme in their roads”.

4. The second petition received has 38 signatures with all but two non-residents of Keith Road or Albert Road. This petition heading is in two parts:

The first

“We, the congregation of Hayes Elim Christian Centre, propose a Waiting Time Restriction scheme with no parking between the hours of 2pm to 4pm for Albert and Keith Road, operational Monday to Friday”.

and The second

“We the undersigned, who attend the Parents and Toddler Group on a Friday morning, propose a Waiting Time Restriction scheme with no parking between the hours of 2pm to 4pm for Albert and Keith Road, operational Monday to Friday”.

6. The Elim Christian Centre is located on the north side of Keith Road between Albert Road and Station Road. In a covering letter to the petition, the organiser wants to bring to the Council’s attention that as a Church there are regular activities which take place during the week, which includes a Parents and Toddler Group on Friday mornings. It would appear there is a car park associated with the Centre which when full means visitors will park on the road. The Church recognise the difficulties regarding commuters parking in Albert Road and Keith Road and consider the problem can be more easily dealt with, with the introduction of waiting restrictions between 2pm and 4pm Monday to Friday which will have minimal impact on the operation of the Church.
7. The Cabinet Member is aware that following statutory consultation, a report is prepared to inform him of the objections, comments and representations received from the consultation. This allows all representations to be considered jointly in one report and it is suggested the Cabinet Member discusses with petitioners their concerns with parking and asks officers to include the petition requests in the subsequent report. Comprehensive consideration of all representations will allow the officers to make suitable recommendations to the Cabinet Member on the proposed parking scheme.

Financial Implications

There are none associated with the recommendations to this report as the consideration of objections will be undertaken with in-house resources.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member to fully understand the petitioners’ concern with parking and the petition requests can be considered in relation to all other representations received from the statutory consultation for the proposed parking scheme.

Consultation Carried Out or Required

Statutory consultation was carried out for a 3 week period between 17th February 2010 – 10th March 2010 inviting residents and members of the public to object to the proposals or make comments or representations.

CORPORATE IMPLICATIONS

Legal

In considering the consultation responses and petitions, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer recommendation.

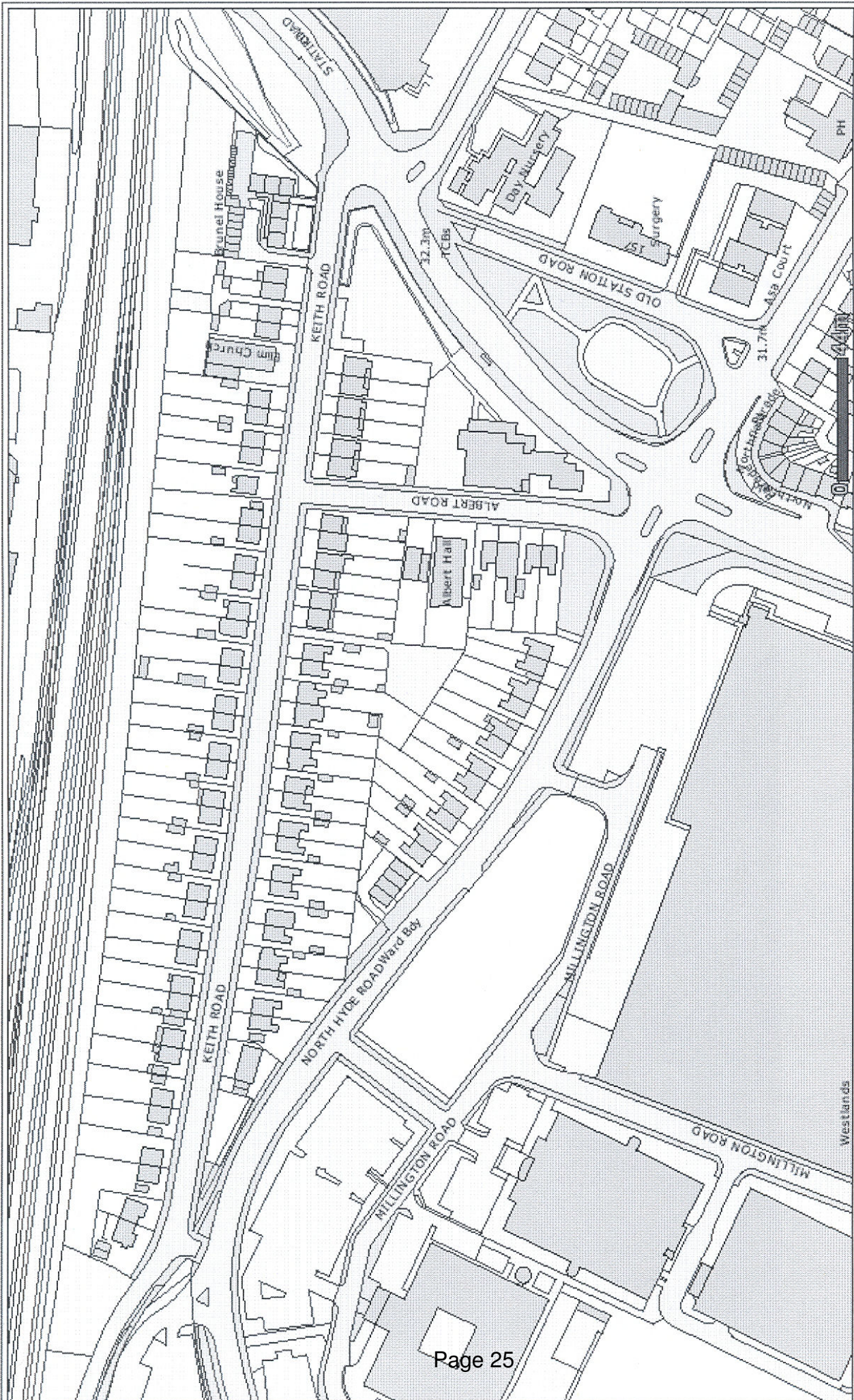
The decision maker must be satisfied that responses from the public are conscientiously taken into account. If a local authority decides to embark upon a non-statutory process of consultation the applicable principles are no different from those which apply to statutory consultation: see R (Partingdale Lane Residents Association) v Barnet London Borough Council [2003] EWHC 947 (Admin), [2003] All ER (D) 29.

Officers must ensure there is a full note of the main points discussed at the meeting with the petitioners. If there are new points raised in the period after the statutory consultation period which are likely to make a material difference to the competing considerations then officers ought to consider the need for further statutory consultation.

BACKGROUND PAPERS

Petition received 10th March 2010

Petition received 10th March 2010



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