



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Property, Highways & Transport

Cabinet Member hearing the petition(s):

Councillor Jonathan Bianco, Deputy
Leader of the Council & Cabinet Member
for Property, Highways & Transport

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.

- Date:** WEDNESDAY, 7
SEPTEMBER 2022
- Time:** 7.00 PM (see agenda for
specific petition start times)
- Venue:** 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 or
use a smart phone camera
and scan the code below:



Published: 30 August 2022
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Putting our residents first

Lloyd White
Head of Democratic Services
London Borough of Hillingdon,
Phase II, Civic Centre, High Street, Uxbridge, UB8 1UW

Useful information for petitioners attending

Travel and parking

Bus routes 427, U1, U3, U4 and U7 all stop at the Civic Centre. Uxbridge underground station, with the Piccadilly and Metropolitan lines, is a short walk away. Limited parking is available at the Civic Centre. For details on availability and how to book a parking space, please contact Democratic Services.

Please enter via main reception and visit the security desk to sign-in and collect a visitor's pass. You will then be directed to the Committee Room.



Accessibility

For accessibility options regarding this agenda please contact Democratic Services. For those hard of hearing an Induction Loop System is available for use in the various meeting rooms.

Attending, reporting and filming of meetings

For the public part of this meeting, residents and the media are welcomed to attend, and if they wish, report on it, broadcast, record or film proceedings as long as it does not disrupt proceedings. It is recommended to give advance notice to ensure any particular requirements can be met. The Council will provide a seating area for residents/public, an area for the media and high speed WiFi access to all attending. The officer shown on the front of this agenda should be contacted for further information and will be available at the meeting to assist if required. Kindly ensure all mobile or similar devices on silent mode. Please note that the Council may also record or film this meeting and publish this online.

Emergency procedures

If there is a FIRE, you will hear a continuous alarm. Please follow the signs to the nearest FIRE EXIT and assemble on the Civic Centre forecourt. Lifts must not be used unless instructed by a Fire Marshal or Security Officer.

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

- 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:

19:00 - Petition Requesting Speeding Measures In North Road West Drayton

19:20 - Harmondsworth Road, West Drayton - Petition requesting the grass verge be removed for parking bays and the removal of some existing double yellow lines

19:40 - Petition requesting speeding measures in Bishops Road and York Avenue, Hayes

20:00 - Abbotswood Way, Hayes - Petition Requesting The Introduction Of Parking Controls

20:20 - Howletts Lane, Ruislip - Petition Requesting Parking Restrictions Between Nos. 21 And 23

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NORTH ROAD, WEST DRAYTON - PETITION ASKING THE COUNCIL TO INVESTIGATE OPTIONS FOR TRAFFIC CALMING MEASURES.

Cabinet Member(s)	Councillor John Riley
Cabinet Portfolio(s)	Cabinet Member for Public Safety and Transport
Officer Contact(s)	Steven Austin – Place Directorate
Papers with report	Appendix A

HEADLINES

Summary	To inform the Cabinet Member that a petition has been received asking that the Council investigate options for traffic calming measures in North Road, West Drayton.
Putting our Residents First	This report supports the Council objective of Our People. The request can be considered as part of the Council's annual programme of road safety initiatives.
Financial Cost	Subject to the outcome of discussions with petitioners, the Cabinet Member may be minded to commission speed and traffic surveys. The current cost of these is in the region of £85 per location and can be funded from within existing revenue budgets for the Transportation Service.
Relevant Select Committee	Public Safety and Transport Select Committee.
Relevant Ward(s)	West Drayton.

RECOMMENDATIONS

That the Cabinet Member for Public Safety & Transport:

- 1. meets with petitioners and listens to their request for the Council to investigate options for possible traffic calming measures for North Road, West Drayton;**
- 2. subject to the outcome of the above, asks officers to commission independent 24/7 traffic and speed surveys on North Road, West Drayton at locations agreed with petitioners and ward councillors, and to report back to the Cabinet Member on the outcome.**

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.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

1. A petition with 60 signatures signed by residents of North Road, West Drayton has been submitted to the Council under the following heading:

"Speeding in North Road, West Drayton

For the Council to investigate measures to reduce speeding in North Road and implement the measures after consultation and agreement with residents".

2. In an accompanying letter submitted by the lead petitioner with the petition they helpfully provided the following additional information:

"I am submitting this petition on behalf of all residents in North Road, West Drayton.

Ever since Park West was built, the traffic has increased, and drivers are speeding down North Road from Porters Way and using as a cut through to come out of Bell Avenue end.

I have had two vehicles written off in a space of two years, first was my car for personal use and the second was my van which was used for work, both of which were parked outside my home at the time, and both were driven into by speeding vehicles. Not only was this a very stressful time but also caused financial loss as I have had to replace both vehicles.

Something needs to be done before there is more loss of vehicles or worse loss of life, therefore could you please look at our petition and consider speed bumps or no through road at one end."

3. North Road is a mainly residential road with many of the properties appearing to have access to off-street parking provision. The width of the carriageway is approximately 5.7 metres and is bounded on both sides by a wide footway averaging around 3 metres wide. Although many properties appear to benefit from off-street parking, from officers site observations, the road appeared to be heavily parked. Following a petition submitted by residents, in August 2002 the Council suspended the enforcement of footway parking which allowed vehicles to park with two wheels on the footway to increase parking capacity in the area and to still maintain access for emergency and refuse vehicles. A location plan is attached as Appendix A.
4. Although cars were observed to be parked on both sides of North Road, which often act as an unintended traffic calming measure, residents are clearly concerned at vehicle

speeds in North Road. In light of the testimony made by residents, not only in the petition and accompanying letter, but also during the meeting, the Cabinet Member may be minded to instruct officers to commission independent 24/7 speed and traffic surveys on North Road at locations agreed with petitioners and ward councillors.

5. As the Cabinet Member will be aware, independent traffic surveys are a reliable and well-established means to understand the real situation on the ground. The surveys generally use specialist equipment, including pneumatic tubes which are mounted temporarily on the road surface, fitted transversely across the whole width of the carriageway. These devices are installed for a period of at least a week to ten days and monitor traffic movements on a '24/7' basis. The equipment is sufficiently sophisticated that not only can it record traffic speeds at any given time, it also records the size and type of vehicle, from motorcycles to large multi-axled lorries.
6. The Cabinet Member will be aware that the Council, like most local authorities, no longer introduces the older type of round-topped hump (which petitioners have referred to as 'speed bumps' but in some cases, where evidence and support is evident, it is prepared to consider other measures such as flat-topped speed tables or speed cushions, where appropriate and supported by the community. Should such measures become a future recommendation arising from the survey work the Cabinet Member may instruct officers to undertake, they would be subject to an appropriate public consultation.
7. In the meantime, as the Cabinet Member will be aware, it is vitally important for residents concerned about speeding in their road to approach the Metropolitan Police, which remains the only body able to actually enforce against excess speeds. This is because the offences concerned are endorsable, with possible penalty charges and points on a driver's licence; whilst the Council can explore the potential for physical measures on street as the petitioners have suggested, the Police are potential allies in the battle against inconsiderate driving.
8. Unfortunately, incidents of driving without due care and attention, or of drivers impaired through alcohol or drugs, are all too common, and if this is an issue in the North Road area then the Police should be asked to consider taking their own action, resources permitting.
9. In the meantime, officers have checked the Police Accident Database, which as the Cabinet Member will be aware, records all known road traffic incidents where the Police have attended, and it may be noted that in the most recent five years for which these records are available, there have, fortunately, been only two in North Road, both categorised by the Police as 'slight'; one in June 2018 (in the straight section south of the Thornton Avenue junction) and the other near the Bell Avenue junction in January 2020.
10. In conclusion, therefore, the Cabinet Member may wish to meet the petitioners and hear their testimony, supported as appropriate by their local ward councillors, and to then consider the technical advice and recommendations set out in this report.

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 £85 per location, which is expected to be managed through

existing revenue budgets within the Transportation service. If works are subsequently required, funding would need to be identified from a suitable source.

RESIDENT BENEFIT & CONSULTATION

The benefit or impact upon Hillingdon residents, service users and communities?

To allow the Cabinet Member to consider the petitioners' request.

Consultation carried out or required

None at this stage.

CORPORATE CONSIDERATIONS

Corporate Finance

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

Legal

The Borough Solicitor confirms that there are no specific legal implications arising from this report.

Infrastructure / Asset Management

None at this stage.

Comments from other relevant service areas

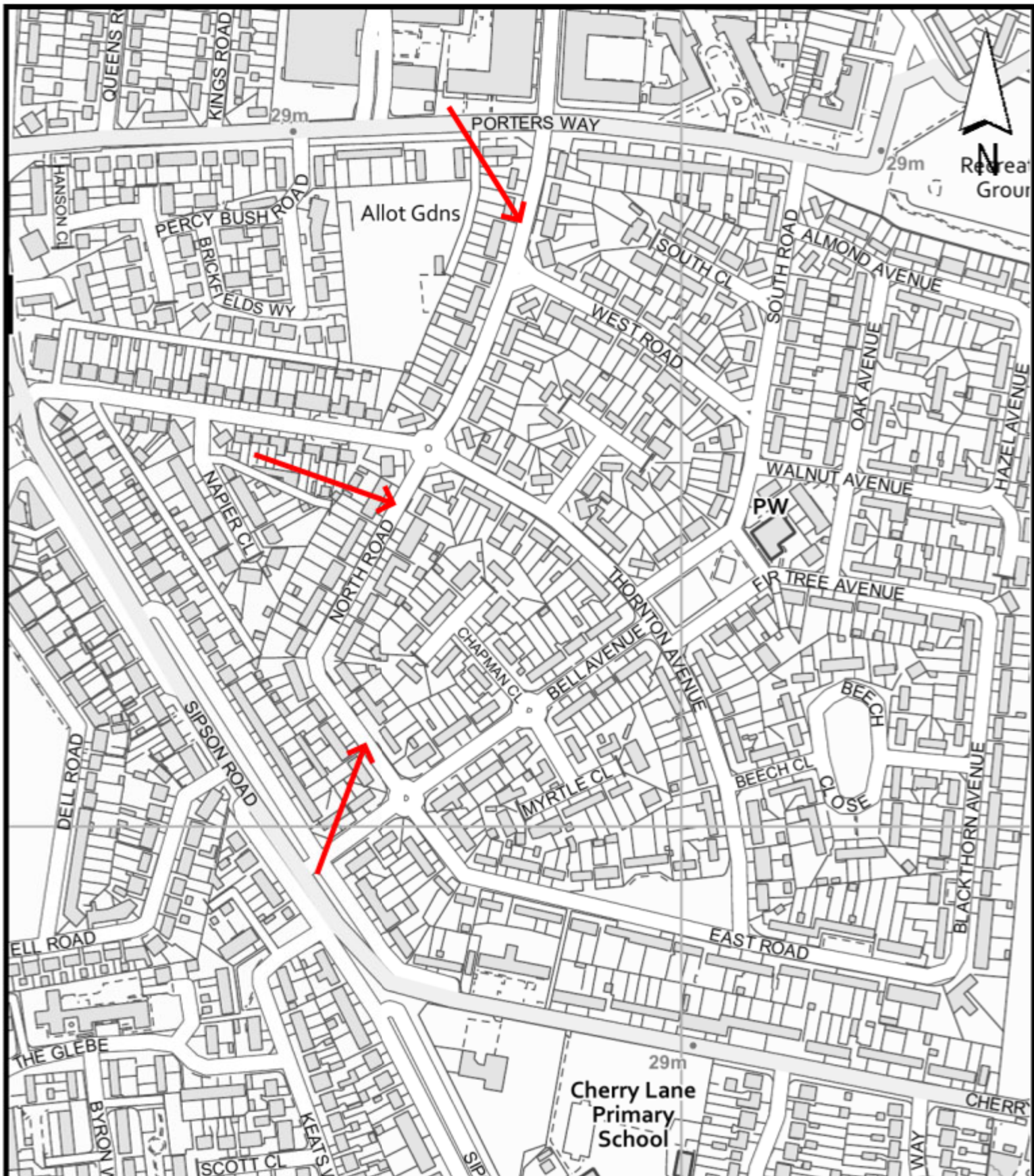
None at this stage.

BACKGROUND PAPERS

Petition received.

TITLE OF ANY APPENDICES

Appendix A - Location plan



North Road, West Drayton Location plan

Appendix A

February 2022
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HARMONDSWORTH ROAD, WEST DRAYTON - PETITION REQUESTING THE REMOVAL OF DOUBLE YELLOW LINES AND THAT PART OF THE GRASS VERGE BE REPLACED WITH PARKING BAYS

Cabinet Member(s)	Councillor Jonathan Bianco
Cabinet Portfolio(s)	Cabinet Member for Property, Highways & Transport
Officer Contact(s)	Steven Austin, Place Directorate
Papers with report	Appendix A – Location Plan

HEADLINES

Summary	To inform the Cabinet Member that a petition has been received mainly from residents who live in the service road fronting Nos. 13 – 19 Harmondsworth Road and business occupiers and visitors to the nearby shopping parade asking for the grass verge to be replaced with parking bays and for some of the existing double yellow lines on Harmondsworth Road to be removed.
Putting our Residents First	This report supports the Council objective of <i>Our People</i> . The request can be considered as part of the Council's annual programme of road safety initiatives.
Financial Cost	There are no direct financial implications associated with the recommendations to this report.
Relevant Select Committee	Property, Highways & Transport Select Committee.
Relevant Ward(s)	Heathrow Villages & on West Drayton border

RECOMMENDATIONS

That the Cabinet Member for Property, Highways & Transport:

- 1) Meets with petitioners and listens to their request to remove part of the grass verge between the service road and main carriageway fronting Nos. 13-19 Harmondsworth Road;
- 2) Subject to the outcome of the above, asks officers in the Council's Highways Team to investigate the feasibility of this request and to report back to him; and
- 3) Advises petitioners that it is not possible to agree to their request to remove part of the existing double yellow line on the main carriageway.

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.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

1. A petition with 44 signatures has been submitted to the Council from residents who live adjacent to the service road, local businesses, their customers, and visitors requesting the removal of part of the grass verge to provide additional parking spaces and the removal of some double yellow lines on the main carriageway of Harmondsworth Road.
2. Petitioners have helpfully set out their concerns as the following:

“The service road o/s 13/15/17 & 19 Harmondsworth Rd, WD is constantly congested/double parked/ on the pavement/ across drives and on the grass verge. The double yellow lined main road is also used.

The drivers blast horns/swear & shout/push cars/ ring doorbells to try to find drivers of badly parked vehicles. Road & pavement safety significantly compromised.

Petitioners have also helpfully supplied some possible solutions they would like the Council to consider which are outlined below:

As neighbours we are requesting that the grass verge opposite 13/15/17/19 is paved over and divided into parking bays allowing shoppers to safely park whilst visiting 1/3/5/7/9 & 11 (commercial premises). This will reduce noise & damage to vehicles and property, improve safety for pedestrians and drivers. Resident’s parking will only assist a small number of users, yellow lines will make matters worse. Removal of the double yellow lines (as per diagram) will help. The grass verge is used for parking, is an eyesore and not fit for purpose. Due to inconsiderate parking this verge is blocked and increases danger of car users and blocks the vision of cars exiting the service road.”

3. Harmondsworth Road is one of the main north-south thoroughfare that connects West Drayton Station and Town Centre to the north, and Sipson and Harmondsworth Villages to the south. Harmondsworth Road forms part of the U3 and 350 bus routes. On Harmondsworth Road.
4. There are two aspects to the petition so it may be useful for the Cabinet Member to try to provide commentary on each item separately.
5. Petitioners have requested the *“Removal of the double yellow lines (as per an attached diagram) will help”* and appear to refer to the section of double yellow lines on the main

carriageway of Harmondsworth Road adjacent to the service road fronting the shops. On this section of highway between Sipson Road and the access to the service road there is an on-carriageway cycle lane and from that point it changes to an off-street cycle path to Wordsworth Way. There is no opportunity to move the cycle lane off the carriageway adjacent to the service road and the double yellow lines need to be maintained here to allow unimpeded access to cyclists using this route. From residents' observations it seems that some drivers deliberately chose to ignore the current restrictions but that in itself is not good reason to remove them all together. Given the importance of this strategic route for busses and for the safety of cyclists, it is officers' opinion that the removal of the double yellow lines cannot be recommended.

6. The other element of the petition which residents have requested is for *"the grass verge opposite 13/15/17/19 is paved over and divided into parking bays to allow shoppers to safely park"*. As the Cabinet Member is aware, it is not the Council's usual policy to install parking spaces at the expense of green spaces. There are several challenges when considering such requests including the significant costs in widening the carriageway, taking up and realigning kerbs tying in full-depth road construction, possible altering footways, drainage, services, street lighting, removing trees and of course any compromise to forward visibility and road safety.
7. However, from the information submitted by residents and from officers' own site observations, the condition of the grass verge at this location was found to be in poor condition which is likely to have occurred due to vehicles parking on it. In light of the above and from the testimony given by petitioners', the Cabinet Member may be minded to ask officers from the Council's Highways Team to fully investigate the viability of this request and to report back to him.

Financial Implications

There are no direct financial implications associated with the recommendations to this report.

RESIDENT BENEFIT & CONSULTATION

The benefit or impact upon Hillingdon residents, service users and communities?

To allow the Cabinet Member to consider the petitioners' request.

Consultation carried out or required

None at this stage.

CORPORATE CONSIDERATIONS

Corporate Finance

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

Legal

The Borough Solicitor confirms that there are no specific legal implications arising from this report.

Infrastructure / Asset Management

None at this stage.

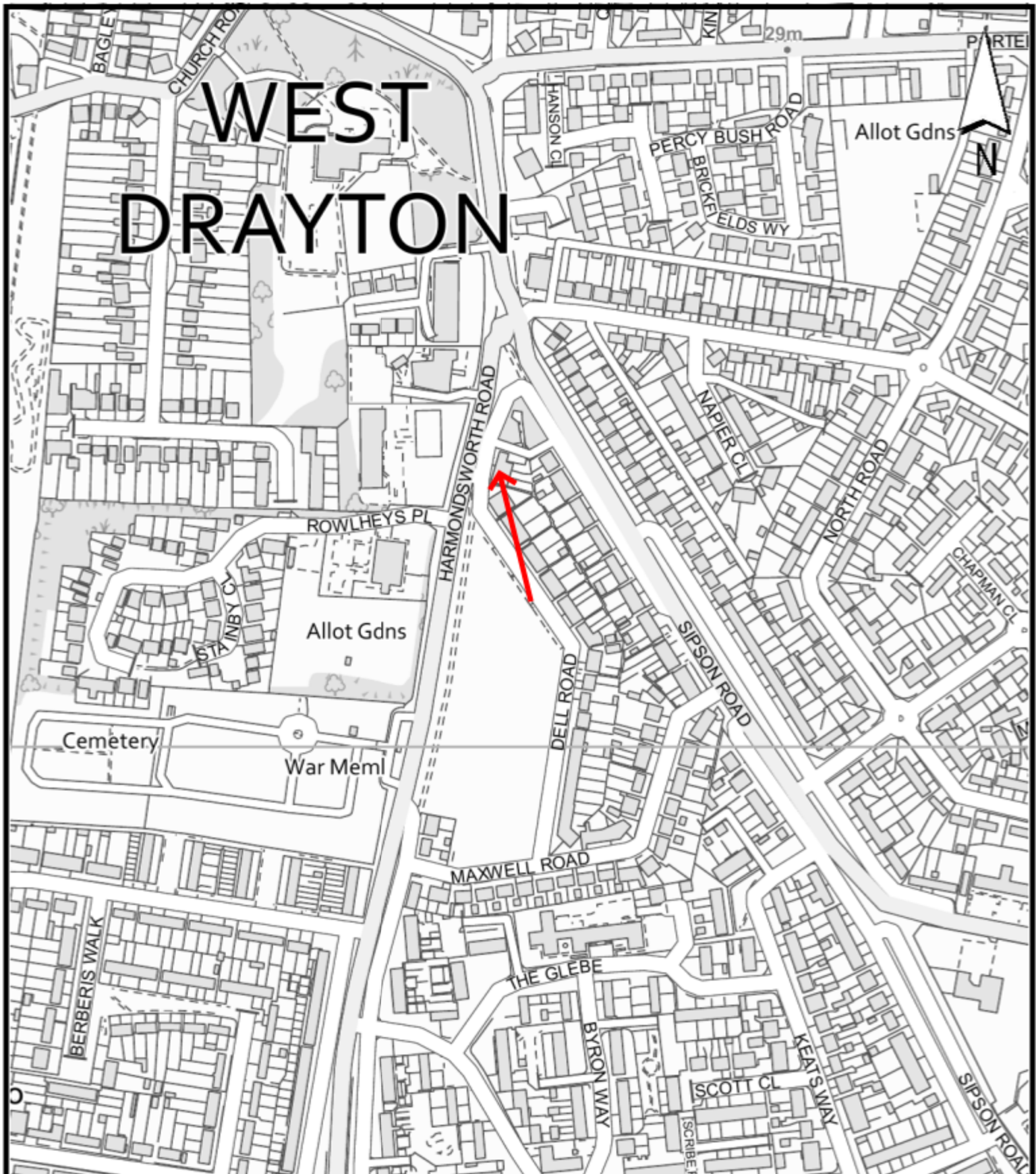
BACKGROUND PAPERS

Petition received.

TITLE OF ANY APPENDICES

Appendix A - Location Plan

WEST DRAYTON



Harmondsworth Road, West Drayton
Location plan near Nos. 13 to 19

Appendix A

May 2022
Scale 1:4,000

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BISHOPS ROAD AND YORK AVENUE, HAYES - PETITION ASKING FOR TRAFFIC SPEED MITIGATION MEASURES.

Cabinet Member(s)	Councillor John Riley
Cabinet Portfolio(s)	Cabinet Member for Public Safety and Transport
Officer Contact(s)	Steven Austin – Place Directorate
Papers with report	Appendix A

HEADLINES

Summary	To inform the Cabinet Member that a petition has been received asking that the Council undertake speed surveys with a view to implement speed mitigation measures for Bishops Road and York Avenue, Hayes.
Putting our Residents First	This report supports the Council objective of Our People. The request can be considered as part of the Council's annual programme of road safety initiatives.
Financial Cost	Subject to the outcome of discussions with petitioners, the Cabinet Member may be minded to commission speed and traffic surveys. The current cost of these is in the region of £85 per location and can be funded from within existing revenue budgets for the Transportation Service.
Relevant Select Committee	Public Safety and Transport Select Committee.
Relevant Ward(s)	Wood End.

RECOMMENDATIONS

That the Cabinet Member for Public Safety & Transport:

- 1. meets with petitioners and listens to their request for traffic and speed surveys and subsequent speed mitigation measures;**
- 2. subject to the outcome of the above, asks officers to commission independent 24/7 traffic and speed surveys on Bishops Road and York Avenue at locations agreed with petitioners and Ward Councillors, and to report back to the Cabinet Member on the outcome.**

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.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

1. A petition with 94 valid signatures signed mainly by residents of Bishops Road and York Avenue, Hayes has been submitted to the Council under the following heading:

"Speeding vehicles, using Bishops Road and York Avenue as a rat run.

Traffic slowing mitigations and testing being requested."

2. In an accompanying statement submitted by the lead petitioner, they helpfully provided the following additional information:

"Speeding vehicles using Bishops Road and York Avenue as a rat run.

Residents report killed pets, damaged cars, and other property.

Loud cars speeding during the night.

The lead petitioner has asked for the following:

For speed testing and for mitigation to slow traffic on both roads."

3. Bishops Road and York Avenue are both mainly residential roads running parallel with each other between Kingsway in the north and Judge Heath Lane to the south. On Judge Heath Lane close to the junctions of both roads there is Wood End Park School, McMillan Early Childhood Centre, a Health Centre, and St Jerome's Church. Although many properties appear to benefit from off-street parking, from officers site observations, both roads appeared to be heavily parked. Following petitions submitted by residents, in September 1999 the Council suspended the enforcement of footway parking on Bishops Road and in March 2001 it suspended enforcement in York Avenue. This effectively allows vehicles to park with two wheels on the footway which increased parking capacity in the area but still maintains access for emergency and refuse vehicles. A location plan is attached as Appendix A.
4. During a recent site visit, cars were observed to be parked on both sides of both Bishops Road and York Avenue, which can often act as an unintended traffic calming measure, it is clear from the well supported petition that residents are concerned with rat running and

vehicle speeds. In light of the testimony made by residents, not only through the petition, but also during the meeting, the Cabinet Member may be minded to instruct officers to commission independent 24/7 speed and traffic surveys in both roads at locations agreed with petitioners and ward councillors.

5. As the Cabinet Member will be aware, independent traffic surveys are a reliable and well-established means to understand the real situation on the ground. The surveys generally use specialist equipment, including pneumatic tubes which are mounted temporarily on the road surface, fitted transversely across the whole width of the carriageway. These devices are installed for a period of at least a week to ten days and monitor traffic movements on a '24/7' basis. The equipment is sufficiently sophisticated that not only can it record traffic speeds at any given time, but it also records the size and type of vehicle, from motorcycles to large multi-axled lorries.
6. The Cabinet Member will be aware that the Council, has a range of possible traffic calming measures it is prepared to consider when developing traffic speed mitigation measures but where appropriate these will need to be supported by the local community. Should measures become a future recommendation arising from the survey work the Cabinet Member may instruct officers to undertake, they would be subject to an appropriate public consultation.
7. In the meantime, as the Cabinet Member will be aware, it is vitally important for residents concerned about speeding in their road to approach the Metropolitan Police, which remains the only body able to actually enforce against excess speeds. This is because the offences concerned are endorsable, with possible penalty charges and points on a driver's licence; whilst the Council can explore the potential for physical measures on street as the petitioners have suggested, the Police are potential allies in the battle against inconsiderate driving.
8. In the meantime, officers have checked the Police Accident Database, which as the Cabinet Member will be aware, records all known road traffic incidents where the Police have attended, and it may be noted that in the most recent five years for which these records are available, there have, fortunately, been no recorded incidents on York Avenue and three in Bishops Road, all categorised by the Police as 'slight'; one in August 2018, another in March 2019 and the last in April 2021 all close to the junction with Normandy Drive. As a result, the Cabinet Member may want to ask officers to investigate this junction further in addition to any other possible measures for the wider area.
9. In conclusion, therefore, the Cabinet Member may wish to meet the petitioners and hear their testimony, supported as appropriate by their local ward councillors, and to then consider the technical advice and recommendations set out in this report.

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 £85 per location, which is expected to be managed through existing revenue budgets within the Transportation service. If works are subsequently required, funding would need to be identified from a suitable source.

RESIDENT BENEFIT & CONSULTATION

The benefit or impact upon Hillingdon residents, service users and communities?

To allow the Cabinet Member to consider the petitioners' request.

Consultation carried out or required

None at this stage.

CORPORATE CONSIDERATIONS

Corporate Finance

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

Legal

The Borough Solicitor confirms that there are no specific legal implications arising from this report.

Infrastructure / Asset Management

None at this stage.

Comments from other relevant service areas

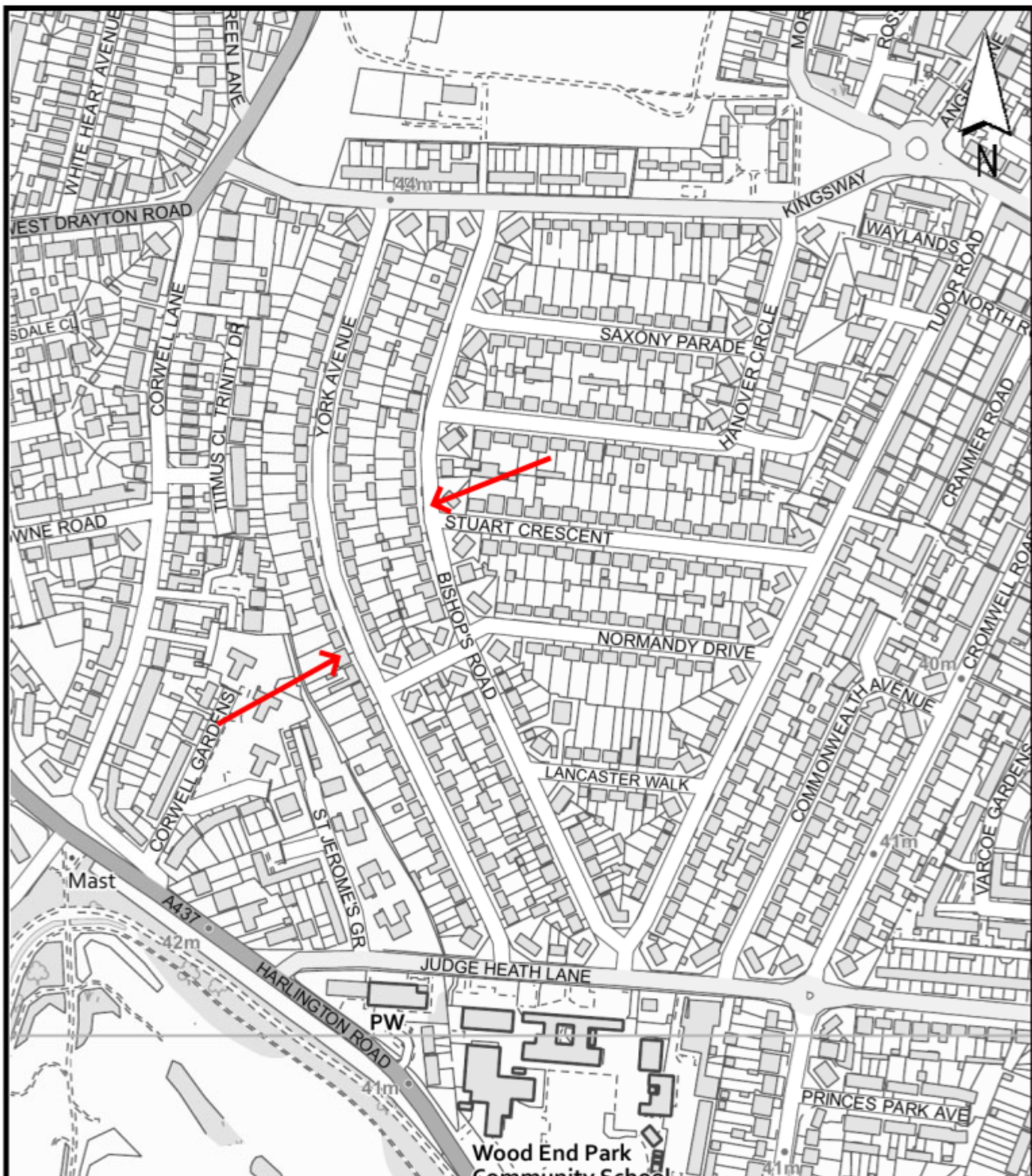
None at this stage.

BACKGROUND PAPERS

Petition received.

TITLE OF ANY APPENDICES

Appendix A - Location plan



Bishops Road and York Avenue, Hayes Location plan

Appendix A

March 2022
Scale 1:4,000

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ABBOTSWOOD WAY, HAYES - PETITION REQUESTING THE INTRODUCTION OF PARKING CONTROLS

Cabinet Member	Councillor Jonathan Bianco
Cabinet Portfolio	Cabinet Member for Property, Highways and Transport
Officer Contact	Steven Austin, Place Directorate
Papers with report	Appendix A

HEADLINES

Summary	To inform the Cabinet Member that a petition has been received from residents of Abbotswood Way and Abbey Close, Hayes requesting the introduction of parking controls.
Putting our Residents First	This report supports the Council objective of <i>Our People</i> . The request can be considered as part of the Council's annual programme for on-street parking controls.
Financial Cost	There are no financial implications associated with the recommendations to this report.
Relevant Select Committee	Property, Highways and Transport Select Committee.
Relevant Ward	Wood End.

RECOMMENDATIONS

That the Cabinet Member for Property, Highways and Transport:

- 1. meets with petitioners and listens to their requested parking controls in Abbotswood Way and possible surrounding roads; and**
- 2. subject to the outcome of the above, asks officers to add this request to the Council's extensive Parking Scheme Programme for further investigation and possible informal consultation in an area agreed with Ward Councillors.**

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.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

- 1) A petition with 45 signatures has been submitted to the Council from residents of Abbotswood Way and Abbey Close, Hayes signed under the following heading:

“We the undersigned call on Hillingdon Council to take action to deal with the parking chaos in Abbotswood Way, Hayes and adjoining roads caused by parents dropping off and picking up their children who cross Minet Country Park on their way to and from the Guru Nanak Sikh Academy in Springfield Road. This occurs between 7.30 am and 9 am and between 2.30pm and 4pm on most weekdays during term time and results in the following problems for residents:

- *Gridlock when vehicles going in the opposite direction are unable to pass.*
- *Queues of stationary cars up to 100 yards long.*
- *Delays of as long as 30 minutes for residents going about their business.*
- *Incidents of verbal abuse between parents and residents.*
- *Potential hold-ups for ambulance and fire engines*

We therefore request consideration of the introduction of a suitable form of parking control to deal with these problems as a matter of extreme urgency.”

Although little additional information has been provided, it is assumed that petitioners are requesting the possible introduction of a residents' permit parking scheme, but this can be clarified through discussions with residents.

- 2) Abbotswood Way, and its continuation Priory Close, is a cul-de-sac (there is a gate at the junction with Stirling Road) within a mainly residential area, with a mixture of semi-detached, terraced houses, maisonettes, and blocks of flats. Some properties benefit from off-street parking provision but, from site observations, there is a demand for the available kerbside parking spaces. A plan of the area is attached as Appendix A.
- 3) From Abbotswood Way, there is a cycle path and footway which provides access to Minet Country Park via an underpass beneath The Parkway (A312) and the nearby Guru Nanak Sikh Academy. As the Cabinet Member will be aware, Guru Nanak Sikh Academy is located on Beaconsfield Road and can only be accessed via Springfield Road. As a result, at school drop-off and pick-up times, Springfield Road becomes very congested, so Abbotswood Way and the surrounding roads have clearly provided an alternative location for parents to park and walk to school.
- 4) In view of the concerns raised in the petition, it is recommended that the Cabinet Member discusses with petitioners their request for *“a suitable form of parking control”* and, if appropriate, asks officers to add the request to the future extensive parking scheme programme for further investigation and informal consultation. 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 unrestricted roads close by.

Financial Implications

Cabinet Member Petition Hearing – 07 September 2022

Part I – Public

There are no direct financial implications associated with recommendations to this report. However, if the Council was to consider the introduction of managed parking on Abbotswood Way, the cost of the scheme will be contained within the approved 2022/23 Parking Management Schemes Programme capital budget.

RESIDENT BENEFIT & CONSULTATION

The benefit or impact upon Hillingdon residents, service users and communities:

To allow the Cabinet Member to consider the petitioners' request.

Consultation carried out or required

None at this stage.

CORPORATE CONSIDERATIONS

Corporate Finance

Corporate Finance has reviewed the recommendations to this report and concurs with the financial implications as set out above, noting that if the managed parking scheme on Abbotswood Way were introduced, the costs will be contained within the approved 2022/23 Parking Management Schemes Programme capital budget.

Legal

Legal Services confirms that there are no specific legal implications arising from this report.

Infrastructure / Asset Management

None at this stage.

Comments from other relevant service areas

None at this stage.

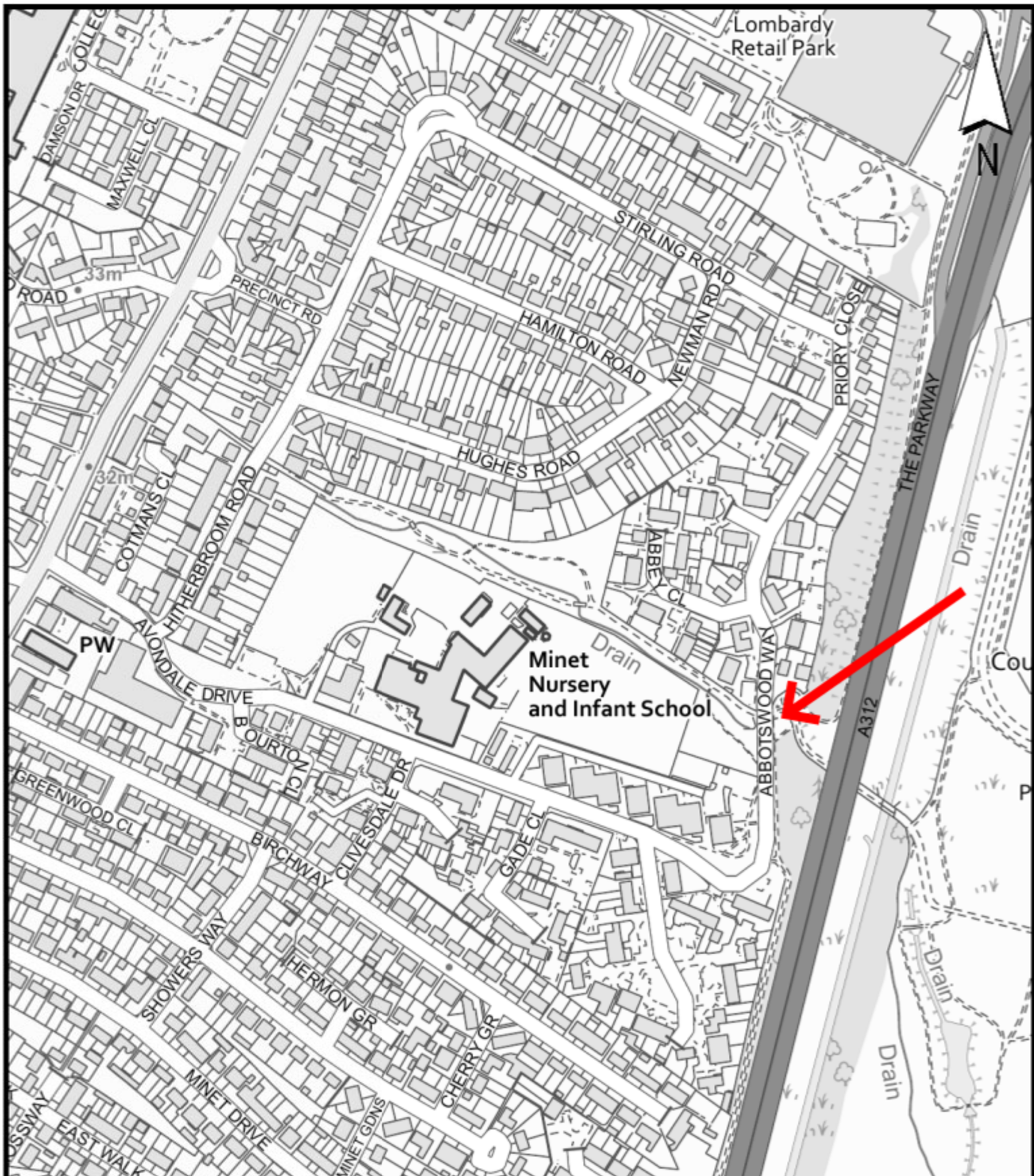
BACKGROUND PAPERS

Petition received.

TITLE OF ANY APPENDICES

Appendix A - Location plan

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Abbotswood Way, Hayes
Location plan

Appendix A

June 2022
Scale 1:4,000

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HOWLETTS LANE, RUISLIP - PETITION REQUESTING PARKING RESTRICTIONS BETWEEN NOS. 21 AND 23

Cabinet Member(s)	Councillor Jonathan Bianco
Cabinet Portfolio(s)	Cabinet Member for Property, Highways and Transport
Officer Contact(s)	Steven Austin, Place Directorate
Papers with report	Appendix A – Location Plan

HEADLINES

Summary	To inform the Cabinet Member that a petition has been received requesting parking restrictions on the raised kerb between Nos. 21 & 23 Howletts Lane, Ruislip.
Putting our Residents First	This report supports the Council objective of <i>Our People</i> . The request can be considered as part of the Council's annual programme of road safety initiatives.
Financial Cost	There are no direct financial implications associated with the recommendations to this report.
Relevant Select Committee	Property, Highways & Transport Select Committee.
Relevant Ward(s)	Ruislip.

RECOMMENDATIONS

That the Cabinet Member for Property, Highways and Transport:

- 1) Meets with petitioners and listens to their request to install parking restrictions on the raised kerb between Nos. 21 & 23 Howletts Lane, Ruislip;
- 2) Notes the recent introduction of a seasonal parking zone in the roads close to Ruislip Lido including Howletts Lane; and
- 3) Subject to the outcome of the above, decides if officers should undertake a detailed investigation on possible further parking restrictions.

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.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

1. A petition with 61 signatures has been submitted to the Council from residents who live in Howletts Lane, Ruislip signed under the following heading:

“Parking restrictions between 23 and 21 Howletts Lane to enable resident at No.23 to enter and exit driveway with disabled person.”

2. Petitioners have helpfully set out their desired outcome as the follows:

“A parking restriction across the small piece of raised kerb between 23 and 21 Howletts Lane to enable resident to enter and exit their driveway with a disabled person.”

3. Howletts Lane is a mainly residential road close to Ruislip Lido, Breakspear Crematorium, local businesses, and local shopping parade. Immediately adjacent to the properties in question there is a section of carriageway measuring approximately 4.9 metres, bounded on one side by a footway and on the other by an attractive green central island with some mature trees.
4. Many of the properties in the road benefit from off street parking provision and there is a section of kerb between the driveways of Nos 21 and 23 measuring approximately 4.8 metres.
5. As the Cabinet Member is aware, the Council has recently implemented a seasonal parking zone in roads close to Ruislip Lido to address residents’ concerns over obstructive parking especially when the weather is fair.
6. On the central reservation side of the carriageway opposite Nos. 21 and 23 Howletts Lane double yellow lines have been installed and are enforceable at all times of the year unlike the seasonal resident’s parking scheme which operates 10am – 7pm, Saturday, Sunday, Public and Bank Holidays between 1st May and 1st September.
7. In light of the above, residents who live in this part of Howletts Lane should enjoy unimpeded access and egress to their off-street parking. However, given the concerns raised by the lead petitioner and after considering their testimony, the Cabinet Member may be minded to ask officers to review the parking arrangements at this location and to report back to him.

Financial Implications

There are no direct financial implications associated with the recommendations to this report.

RESIDENT BENEFIT & CONSULTATION

The benefit or impact upon Hillingdon residents, service users and communities?

To allow the Cabinet Member to consider the petitioners' request.

Consultation carried out or required

None at this stage.

CORPORATE CONSIDERATIONS

Corporate Finance

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

Legal

The Borough Solicitor confirms that there are no specific legal implications arising from this report.

Infrastructure / Asset Management

None at this stage.

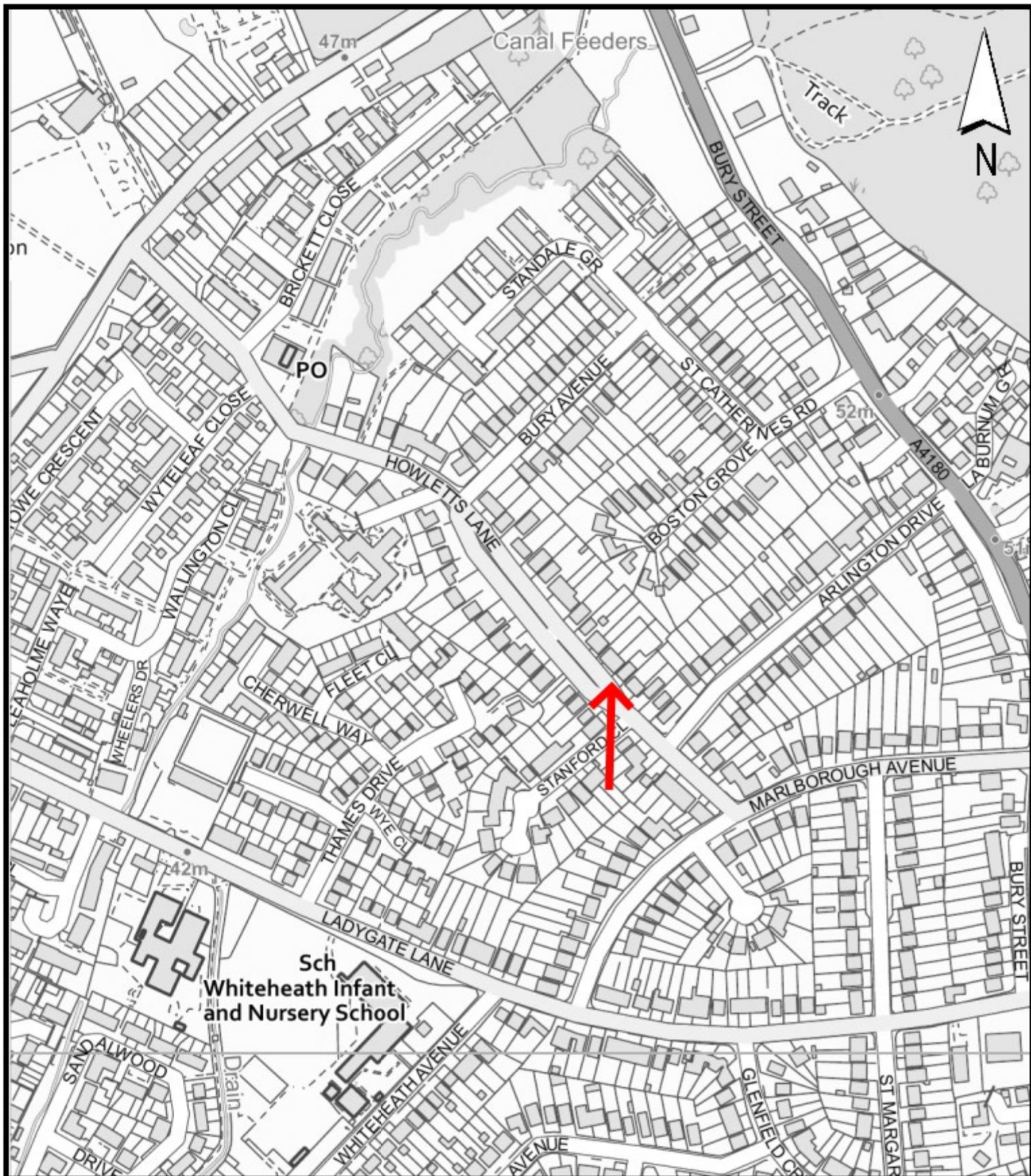
BACKGROUND PAPERS

Petition received.

TITLE OF ANY APPENDICES

Appendix A - Location Plan

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Howletts Lane, Ruislip Location plan

Appendix A

May 2022
Scale 1:4,000

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