



# Petition Hearing - Cabinet Member for Property, Highways & Transport

## Cabinet Member hearing the petition(s):

Councillor Jonathan Bianco, Cabinet Member for Property, Highways & Transport

## How the hearing works:

The petition organiser (or their 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.

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**Date:** THURSDAY, 13 APRIL 2023

**Time:** 7.00 PM *(see agenda for specific petition start times)*

**Venue:** COMMITTEE ROOM 6 -  
CIVIC CENTRE, HIGH  
STREET, UXBRIDGE UB8  
1UW

**Meeting Details:** Members of the Public and Media are welcome to attend.  
You can view the agenda at [www.hillingdon.gov.uk](http://www.hillingdon.gov.uk) or use a smart phone camera and scan the code below:



**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

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# 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:

	<b>Start Time</b>	<b>Title of Report</b>	<b>Ward</b>	<b>Page</b>
<b>4</b>	19:00	HARMONDSWORTH ROAD, WEST DRAYTON - PETITION REQUESTING THE INTRODUCTION OF A "RESIDENTS' PERMIT" PARKING SCHEME	Heathrow Villages & West Drayton	1 - 6
<b>5</b>	19:15	CEDARS DRIVE, UXBRIDGE - PETITION REQUESTING THE INTRODUCTION OF PARKING RESTRICTIONS	Hillingdon West	7 - 14
<b>6</b>	19:30	WATFORD ROAD, NORTHWOOD - PETITION REQUESTING A PEDESTRIAN CROSSING	Northwood & Northwood Hills	15 - 22
<b>7</b>	19:45	EDGAR ROAD, YIEWSLEY - PETITION REQUESTING THE INCLUSION OF EDGAR ROAD IN ANY POSSIBLE NEARBY PARKING MANAGEMENT SCHEME	Yiewsley	23 - 30

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## HARMONDSWORTH ROAD, WEST DRAYTON - PETITION REQUESTING THE INTRODUCTION OF A “RESIDENTS’ PERMIT” PARKING SCHEME

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

### HEADLINES

<b>Summary</b>	To inform the Cabinet Member that a petition has been received from residents who live in part of Harmondsworth Road, West Drayton requesting the introduction of a Parking Management Scheme.
<b>Putting our Residents First</b>  <b>Delivering on the Council Strategy 2022-2026</b>	<p>This report supports our ambition for residents / the Council of: Live in good quality, affordable homes in connected communities.</p> <p>This report supports our commitments to residents of: Safe and Strong Communities.</p>
<b>Financial Cost</b>	There are no direct financial implications associated with the recommendations to this report.
<b>Relevant Select Committee</b>	Property, Highways and Transport Select Committee
<b>Relevant Ward(s)</b>	Heathrow Villages & West Drayton

### RECOMMENDATIONS

That the Cabinet Member for Property, Highways and Transport:

- 1) Meets with petitioners and listens to their request for a possible Parking Management Scheme;
- 2) Notes the results of the previous consultations with nearby residents of Harmondsworth Road, as detailed in the body of the report; and,
- 3) Subject to the above, considers asking 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 22 signatures has been submitted to the Council by residents who live on Harmondsworth Road, West Drayton signed under the following heading:  
  
*“Request for parking permits to be put in place on the odd numbered side of Harmondsworth Road, West Drayton due to the increase in cars parked here since the implementation of a permit scheme on the even side of the road.”*
- 2) Harmondsworth Road is a mainly residential road close to West Drayton town centre and station. The road forms part of the U3 and 350 bus routes that provides easy access to Heathrow Airport. Also located on Harmondsworth Road is West Drayton Cemetery, local shopping parade and other local amenities. A plan of the area is attached as Appendix A.
- 3) The width of Harmondsworth Road is sufficient to allow two-way traffic and at the location mentioned in the petition, there are two service roads adjacent to the main carriageway. As mentioned by the lead petitioner, the service road on the west side of Harmondsworth Road (even numbers) already benefits from a Parking Management Scheme. This was as a result of a petition submitted by residents. After hearing the testimony of petitioners, the Cabinet Member of the time agreed to add this request to the extensive parking scheme programme in an area agreed with ward councillors.
- 4) In discussion with ward councillors and after consideration of the petitions, it was decided that an informal consultation should be undertaken in the service road outside Nos.20 – 130 (evens) only, the latter a decision explicitly made by councillors at time.
- 5) During the above, the Council delivered a letter, plan of the area, a questionnaire and reply-paid envelope to every property in the area agreed with ward councillors. Responses received from residents generally supported the principle of a Parking Management Scheme.
- 6) As a result of the above, a detailed design was prepared for formal consultation. Again, the majority of responses to this consultation were in support of a parking management scheme. It was therefore subsequently decided to implement a scheme with operational times of ‘Monday to Friday 9am – 5pm’.

- 7) The service road specifically mentioned in the petition is on the east side of Harmondsworth Road and is mainly bordered by blocks of flats with limited off-street parking provision. Although this section of Harmondsworth Road is situated in Heathrow Villages Ward, any decisions made here could also affect the adjacent West Drayton Ward.
- 8) With this in mind, the Cabinet Member will be aware when a Parking Management Scheme is implemented in one road, in some instances non-residential parking can transfer to nearby roads which could be the case here.
- 9) In view of the submission of this petition, it is recommended that the Cabinet Member discusses with petitioners their request for the introduction of a resident permit only parking scheme, and if appropriate asks officers to add the request to the future extensive parking scheme programme for further investigation and informal consultation. Ward councillors may at the same time wish to offer their views on a suitable consultation area because, as has already been mentioned in this report, experience has shown it is likely parking could easily transfer to unrestricted roads close by.

### **Financial Implications**

There are no direct financial implications associated with recommendations to this report. However, if the Council were to consider the introduction of managed parking in the area around Harmondsworth Road, 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**

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

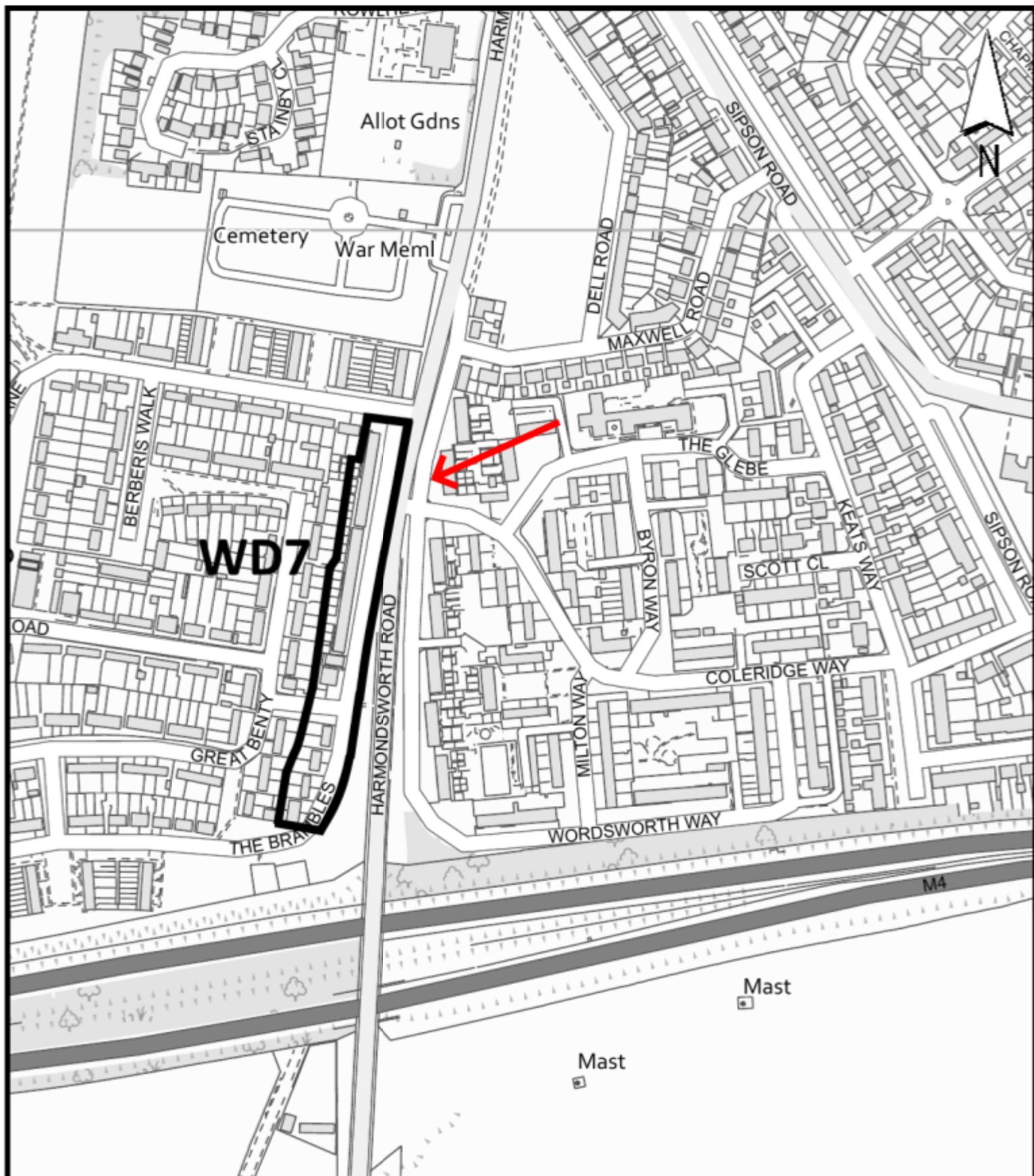
## **BACKGROUND PAPERS**

Petition received.

## TITLE OF ANY APPENDICES

Appendix A - Location Plan





## Harmondsworth Road, West Drayton Request for a PMS near Nos. 63 to 89

## Appendix A

March 2023

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## CEDARS DRIVE, UXBRIDGE - PETITION REQUESTING THE INTRODUCTION OF PARKING RESTRICTIONS

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

### HEADLINES

<b>Summary</b>	To inform the Cabinet Member that a petition has been received from residents of Cedars Drive, Uxbridge, requesting the introduction of parking restrictions.
<b>Putting our Residents First</b>  <b>Delivering on the Council Strategy 2022-2026</b>	<p>This report supports our ambition for residents / the Council of: Live in good quality, affordable homes in connected communities.</p> <p>This report supports our commitments to residents of: Safe and Strong Communities.</p>
<b>Financial Cost</b>	There are no direct financial implications associated with the recommendations to this report.
<b>Relevant Select Committee</b>	Property, Highways and Transport Select Committee
<b>Relevant Ward(s)</b>	Hillingdon West

### RECOMMENDATIONS

That the Cabinet Member for Property, Highways and Transport:

- 1) Meets with petitioners and listens to their request for parking restrictions;
- 2) Notes the results of the previous consultations with residents of Cedars Drive;
- 3) Notes the allegations of illegal street trading and related issues which are outside the remit of parking management, and, dependent upon the further testimony of petitioners, considers asking officers in the Council's Antisocial Behaviour and Licensing teams to investigate these concerns separately, subject to appropriate engagement with ward members and the lead petitioner; and,

- 4) Subject to the above, asks officers to add the request for limited time waiting restrictions to the Council's extensive Parking Scheme Programme and prepare proposals for an 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 33 signatures has been submitted to the Council by some residents who live on Cedars Drive, Uxbridge signed under the following heading:

*"Parking restrictions for Cedars Drive. Single yellow lines all along Cedars Drive"*

In an accompanying statement the lead petitioner has helpfully provided the following information:

*"We the residents of Cedars Drive in Hillingdon are petitioning to have parking restrictions put in place on Cedars Drive.*

*Why Parking Enforcement is needed:*

- Cedars Drive is a narrow highway and parked vehicles make it difficult to enter/exit driveways*
- Nearly every property has off street parking so the impact on residents is minimal*
- During the week, a number of contractors park their vans/lorry on the road*
- One resident appears to be running a car import/export business from his property, and parks a number of vehicles on the highway*
- Displacement from Vine Land and Chetwynd Drive, which both have parking enforcement measures, is exacerbating the situation*
- People who live far away park their vehicle on these roads, then catch the A10 bus to Heathrow to fly off on holiday for a week or two*
- Some local businesses/venues, such as the RAF Cricket Ground, tell their visitors/customers to park on Cedars Drive*

*Proposed Solutions:*

*Introduce single yellow lines on the length of the road, with enforcement for two hours per weekday (Mon – Fri 1100 – 1300)*

*Please also see attached photos of the situation where emergency services were unable to get to the desired location due to the parking situation as well vehicles being parked on the street without number plates, without tax and without MOT.”*

- 2) Cedars Drive is a mainly residential road mostly comprising of semi-detached and detached houses and bungalows many of which appear to benefit from off-street parking provision. Uxbridge Road is just a short walk away which is served by the A10, 427, and N207 bus routes. A local shopping parade and other local amenities are all within close proximity. A plan of the area is attached as Appendix A.
- 3) As mentioned by the lead petitioner, some of the roads adjacent to Cedars Drive already benefit from managed parking, which was implemented in 2009 following both a formal and informal consultation with residents in the area.
- 4) The informal consultation concerned the possibility of either a Parking Management Scheme, limited time waiting restrictions or ‘no change, to the current parking arrangements which were offered to residents. The entirety of Cedars Drive was included in this informal consultation including the southernmost section of road which is a mixture of private highway and Hillingdon Housing Tenancy land.
- 5) Of the 95 consultation packs delivered, 29 were returned, representing a return rate of 31%. Of the 29 responses from residents, 25 indicated they were happy with the existing parking arrangements, three said they would support waiting restrictions and only one supported a possible residents’ parking scheme. The results were shared with the Cabinet Member and ward councillors at the time who, based on the results, decided not to progress a scheme for Cedars Drive and other roads where there was no majority in favour of managed parking.
- 6) In 2013, a petition was submitted to the Council signed under the following heading  
*“The residents of Cedars Drive wish to draw your attention to the continuous irresponsible parking by non-residents which causes havoc to regular users and in particular to service vehicles; i.e. Refuse collections, ambulances and fire services. We ask you to urgently consider introducing restricted parking regulations as soon as possible.”*
- 7) It was agreed with the Cabinet Member and ward councillors of the time, as well as the lead petitioner, that in this instance the Council would not formally hear the petition but in order to speed up the process, use intelligent intervention and add the request to the parking scheme programme for another informal consultation.
- 8) As a result of the above, the Council again consulted with residents of Cedars Drive and adjacent roads on whether they would now support any of the options previously offered to them in 2009.
- 9) The responses to Cedars Drive were more balanced on this occasion, with 22 responses supporting a Parking Management Scheme, six asking for waiting restrictions and 23 indicating they would prefer no change. Again, all the responses were annotated and shared with the Cabinet Member and ward councillors. As there was no clear majority on any of the options available, it was decided to take no further action to implement restrictions on Cedars Drive.

10) In 2017 a further petition was submitted by residents of Cedars Drive signed under the following heading:

*"Inconsiderate and non-residential parking in Cedars Drive, Attle Close, Mills Close and Bishops Close Introduction of a Parking Management Scheme".*

- 11) Following discussions, an area for a further informal consultation was agreed with ward councillors. However, it was decided that on this occasion, only the properties in Cedars Drive that have frontages on the adopted highway should be consulted because, as the Cabinet Member will appreciate, it is only on adopted highway that the Council can implement legal and enforceable parking restrictions.
- 12) In 2018 a third informal consultation was undertaken in but this time the option offered to residents was simply whether they support being included in an extension to the nearby existing parking scheme or not.
- 13) The area for consultation was determined in liaison with ward councillors. Responses received to the consultation varied from road to road but overall, a total of 60 responses were received from 112 consultation documents delivered representing a high return rate of 54%.
- 14) Of the roads consulted, there was only clear majority in favour of a possible extension to the existing Parking Management Scheme from residents of Cedars Drive. Responses received from residents of Bishops Close were balanced so, following further discussions with the ward councillors of the time, officers were asked to develop a detailed design for a possible extension to the Hillingdon Hill Parking Management Scheme for formal consultation.
- 15) Following the above, statutory consultation on a detailed design was undertaken over a 21-day period. A plan of the proposed scheme was delivered to every household in Cedars Drive and Bishops Close along with a covering letter explaining the details of the proposals.
- 16) During the formal consultation period, seven comments were received from residents on Bishops Close, six of which objected to the scheme, and one submitted suggested amendments to the scheme. A further objection was received outside of the consultation period.
- 17) Eight residents of Cedars Drive took the opportunity to comment during the formal consultation. Of these five indicated support for a possible scheme whilst three objected to the proposals. All of the comments received during the consultation were reported to the ward councillors and the Cabinet Member of the time.
- 18) After careful consideration of the responses received, the ward councillors felt unable to support a possible extension to the Hillingdon Hill Parking Management Scheme given the mixed responses. It was therefore decided to maintain the existing parking arrangements in the area.
- 19) The present Cabinet Member and ward councillors may wish to consider the fact that consultation exercises have already been undertaken on several occasions, as detailed

above in this report, and on every occasion whilst options – some stemming from the petitioners themselves – have generally been viable, once these have been put to residents more widely, support has ultimately not been forthcoming for the options which have been offered.

- 20) It would appear from the simple fact that there have been a series of petitions that there is ongoing concern from some residents in the community that there are problems which they associate with 'parking' in general, but unfortunately there has evidently been far less agreement over the formal parking enforcement measures that the Council can legally and legitimately offer towards a solution.
- 21) It is noted that within the latest petition, as set out at the top of this report, there appear to be a number of particular concerns raised by the petitioners which step outside the more formal remit of parking management schemes; there have been allegations of illegal on-street trading, and claims that nearby businesses have been encouraging visitors to park in these roads. The Cabinet Member may feel in this context that there could be useful further dialogue between the petitioners, ward councillors and the Council's specialist Antisocial Behaviour and Licensing teams who may be able to act upon relevant information that could perhaps be provided outside the present petition process. Clearly the success of such work will be dependent upon the evidence available.
- 22) To conclude, in view of the submission of this petition, it is recommended that the Cabinet Member discusses with petitioners their request for the possible introduction of a limited time waiting restriction, and if appropriate asks officers to add the request to the future extensive parking scheme programme for further investigation and informal consultation, whilst also referring the other matters to appropriate teams as suggested in the recommendations above.

## **Financial Implications**

There are no direct financial implications associated with recommendations to this report. However, if the Council was to consider the introduction of managed parking in Cedars Drive and any possible surrounding roads, 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**

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

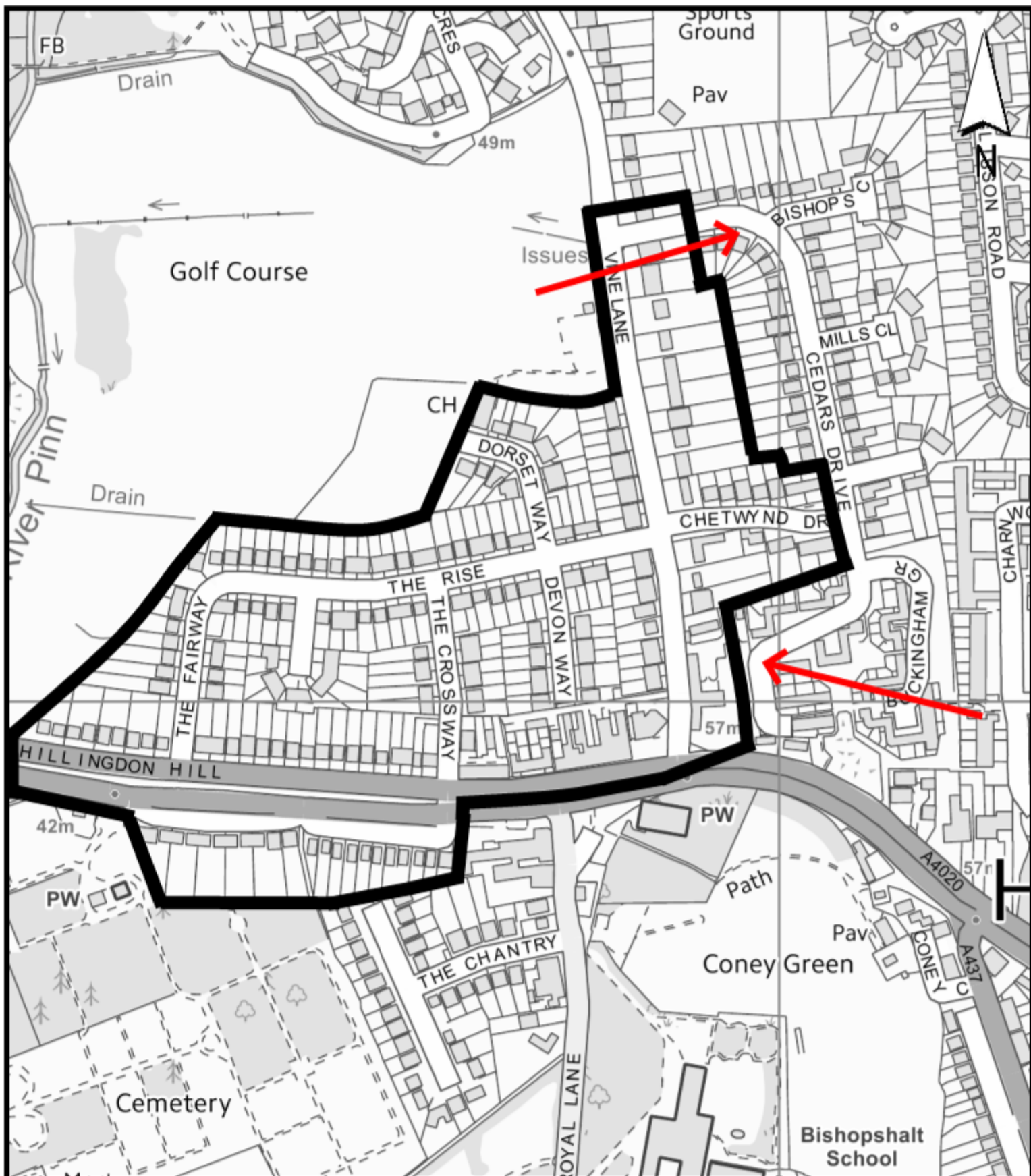
## **BACKGROUND PAPERS**

Petition received.

## **TITLE OF ANY APPENDICES**

Appendix A - Location plan





## Cedars Drive, Hillingdon Location plan

## Appendix A

March 2023  
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## WATFORD ROAD, NORTHWOOD - PETITION REQUESTING A PEDESTRIAN CROSSING

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

### HEADLINES

<b>Summary</b>	To inform the Cabinet Member that a petition has received from residents requesting a pedestrian crossing on Watford Road, Northwood.
<b>Putting our Residents First</b>  <b>Delivering on the Council Strategy 2022-2026</b>	This report supports our ambition for residents / the Council of: Live in good quality, affordable homes in connected communities.  This report supports our commitments to residents of: Safe and Strong Communities.
<b>Financial Cost</b>	Subject to the outcome of discussions with petitioners, the Cabinet Member may be minded to commission speed and traffic surveys. The current cost of these are in the region of £90 per location and can be funded from within existing revenue budgets for the Transportation Service.
<b>Relevant Select Committee</b>	Property, Highways & Transport Select Committee
<b>Relevant Ward(s)</b>	Northwood and Northwood Hills

### RECOMMENDATIONS

That the Cabinet Member for Property, Highways and Transport:

- 1) Meets with petitioners and listens to their request for a pedestrian crossing on Watford Road, Northwood;
- 2) Subject to the outcome of the above, asks officers to undertake 24/7 speed and traffic surveys on Watford Road; and,

- 3) Subject to the above, also considers asking officers to commission a specialist company to undertake an assessment of pedestrian crossing demand at the location suggested by petitioners.

### 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 valid signatures has been submitted to the Council by some residents who live in the Northwood area, signed under the following heading:

*“Install safe marked pedestrian crossing on Watford Road, Northwood ”*

In an accompanying statement the lead petitioner has helpfully provided the following information:

#### **“ Statement**

*We the undersigned petition Hillingdon Council to install a pedestrian crossing (preferably a light assisted Pelican/Green Man crossing) on Watford Road, Northwood (A4125) to make it safe for walkers, pedestrians, the elderly, those with disabilities and those with young families to safely cross the road in peak and off-peak times. We urge the Council to review speed/traffic calming measures as there is no enforced speed limit, no speed cameras, no speed bumps and no consequences for speedy drivers. This makes it dangerous for walkers trying to cross the road as no safe marked crossing exists. The Council must support walkers and those ditching cars to go green by providing safe pedestrian crossing.*

#### **Justification**

*There is no safe marked pedestrian crossing on Watford Road, Northwood HA6. The only available marked crossing is uphill from Brookdene Drive in the opposite direction from Northwood High Street and Public Transport. This zebra crossing is not suitable for pedestrians with disabilities and is on a 40 mile per hour speed limit road This crossing is insufficient and ineffective. During peak hours it sits on a blind spot for on-coming traffic.*

*The only other crossing available is adjacent to a busy roundabout on Green Lane. This crossing is inefficient and ineffective for walkers, pedestrians, those with disabilities or prams as it makes it impossible to cross as cars cannot stop as they leave Green Lane to*

*go on to Watford Road, especially during peak hours and the school run. They are simply accelerating. Walkers are being forced to run across the road. Elderly walkers are seen standing waiting on average for 10 cars to pass to find pause long and safe enough to cross.*

*Cars are accelerating and speeding due to no speed enforcement measures. Cars accelerate upon joining Watford Road from Green Lane or continue on 40 miles per hour speed limit as they pass NATO HQ. It is impossible for walkers to safely cross the road or find a safe marked crossing at the middle of the road as fast cars quickly approach. There are no safety precautions in place for elderly walkers or those with disabilities.*

*As night residents can hear speed racing cars and it is nearly impossible for residents walking home at night to safely cross the road due to the sheer speed to which cars are racing on Watford Road.*

*There have been a number of incidents on Watford Road and most recently a grandmother picking up her grandson from school in the afternoon was run over on Watford Road opposite Brookdene Drive due to no safe passage to cross the road. There is a police and ambulance records on file as evidence.*

*There are a number of schools and nursing homes within a short radius of Watford Road so it is shocking there are no marked safe crossing options available for walkers.”*

- 2) Watford Road (A4125) is a borough main distributor that links Northwood and Northwood Hills in the south to Watford in the north. Watford Road is a mainly residential road although Frithwood Primary School is located nearby on Carew Road. St Helen's School's main entrance is a short walk away on Green Lane and the school has a rear access also on Carew Road. A plan of the area is attached as Appendix A. The Cabinet Member will no doubt be pleased to know that Frithwood School has recently started work with the Council's dedicated School Travel and Road Safety Team towards the development of a School Travel Plan, and if the incident mentioned by petitioners is related to that school, there is a good opportunity to collaborate on road safety improvements across the board.
- 3) As mentioned by the lead petitioner, the southern section of Watford Road is within Hillingdon, just to the north of its junction with Mount View, Watford Road is within the boundary of Hertfordshire County Council.
- 4) As drivers enter Hillingdon from the north, the speed limit changes from 40 mph in Hertfordshire to 30 mph at the Borough boundary where two signs advise motorists of the change of limit. From that point the 30mph speed limit is indicated by the presence of street lighting which in effect is the road sign informing drivers of the speed limit.
- 5) The Cabinet Member may wish to advise the petitioners that the first port of call for anyone with concerns about traffic speeds will always be the Police, which is the only statutory organisation with the powers of enforcement against speeding drivers, as speeding is an enforceable offence which can result in prosecution and in many cases points on the driver's licence.
- 6) As the point has been raised, the Cabinet Member may also wish to advise petitioners that, contrary to a common prevailing public belief, so-called 'speed cameras' (more formally

‘safety cameras’) are not owned, maintained or operated by Councils within London, but instead are fully the responsibility of the Police, Transport for London, His Majesty’s Courts and ‘London Councils’, the body responsible for representing all the interests of London’s boroughs. The siting of such equipment is a matter for the partnership of these bodies and is generally selected in cases where there is a very high prior record of road traffic collisions involving serious injury. None of the revenue streams involved come to the Council.

- 7) The lead petitioner has mentioned an incident on Watford Road that involved an incident where a pedestrian was injured. As this appears to have happened recently, it would be helpful if the petitioners could provide some further information so the Council can liaise with colleagues in the Metropolitan Police Service to understand the circumstances behind this. It is appreciated that incidents involving the Police may not tell the whole story, but at the same time the views of from the Police can be a very important part of the dialogue to help the Council prioritise interventions across the Borough when there are always competing requests. The Police for their part always ask for as much detail as possible to enable them to interrogate their own internal systems, the latter understandably not directly available for the Council to interrogate in detail.
- 8) Whilst some forms of traffic calming have been introduced widely, in some instances, especially on main distributor roads, petitioners may wish to consider the fact that such features can sometimes have the unintended effect of increasing noise from passing traffic, notably skip lorries and similar commercial vehicles which may carry loose loads. Horizontal traffic calming such as chicanes and similar measures are seldom suitable on such busy roads as they can be less effective at actually reducing the speeds of vans and lorries in particular. The Cabinet Member may wish to advise the petitioners to consider these factors in their own deliberations.
- 9) Petitioners have suggested “a *safe marked pedestrian crossing*” they would like to see at this location to improve pedestrian safety when crossing Watford Road. There are many types of crossing that can be considered where there is sufficient pedestrian demand and the circumstances are appropriate, the latter including the layout and type of road, the availability of sufficient room on the carriageway and adjacent footways, and the last but not least the traffic volume and speed.
- 10) Petitioners have mentioned a possible Zebra Crossing which as the Cabinet Member will be aware are covered by a Statutory Instrument laid out in Parliament and has nationally prescribed design standards with it. These include statistical formulae which require the consideration of the data previously described. It should be noted that a Zebra Crossing involves the introduction of two or more flashing Belisha Beacons which experience has shown can be perceived as a nuisance to those living nearby. In addition, the design of any new formal crossing of this kind must take account of any existing access onto the highway (e.g. a driveway) to avoid safety conflicts between pedestrians and drivers manoeuvring nearby. Notwithstanding the legal process involved and the requirements set out above, the introduction of a Zebra Crossing can be a complex and lengthy process.
- 11) There are of course alternative pedestrian crossings that could be considered which usually compromise dropped kerbs, tactile paving a traffic island refuge and illuminated beacon are in some ways easier to implement. Although many of the considerations highlighted previously apply to this type of arrangement, this is perhaps a more typical provision for a site of this kind, catering for the likely levels of pedestrians using the

crossing. Forward visibility in both directions for any options mentioned appears to be more than adequate due to the alignment of Watford Road.

- 12) In conclusion, as a result of the petition raised by residents the Cabinet Member may be minded to instruct officers to commission 24/7 Automatic Traffic Counts on Watford Road and possible pedestrian counts. The data captured and the testimony of petitioners will help inform the investigations into the possibility of improved crossing facilities close to the Baptist Church on Rickmansworth Road, Harefield.

## **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 will be managed within existing revenue budgets for the Transportation Service. The cost of commissioning pedestrian counts is estimated to be in the region of £600, subject to obtaining quotes from appropriate specialist companies. If works are subsequently required, suitable funding will need to be identified.

## **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**

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

### **Infrastructure / Asset Management**

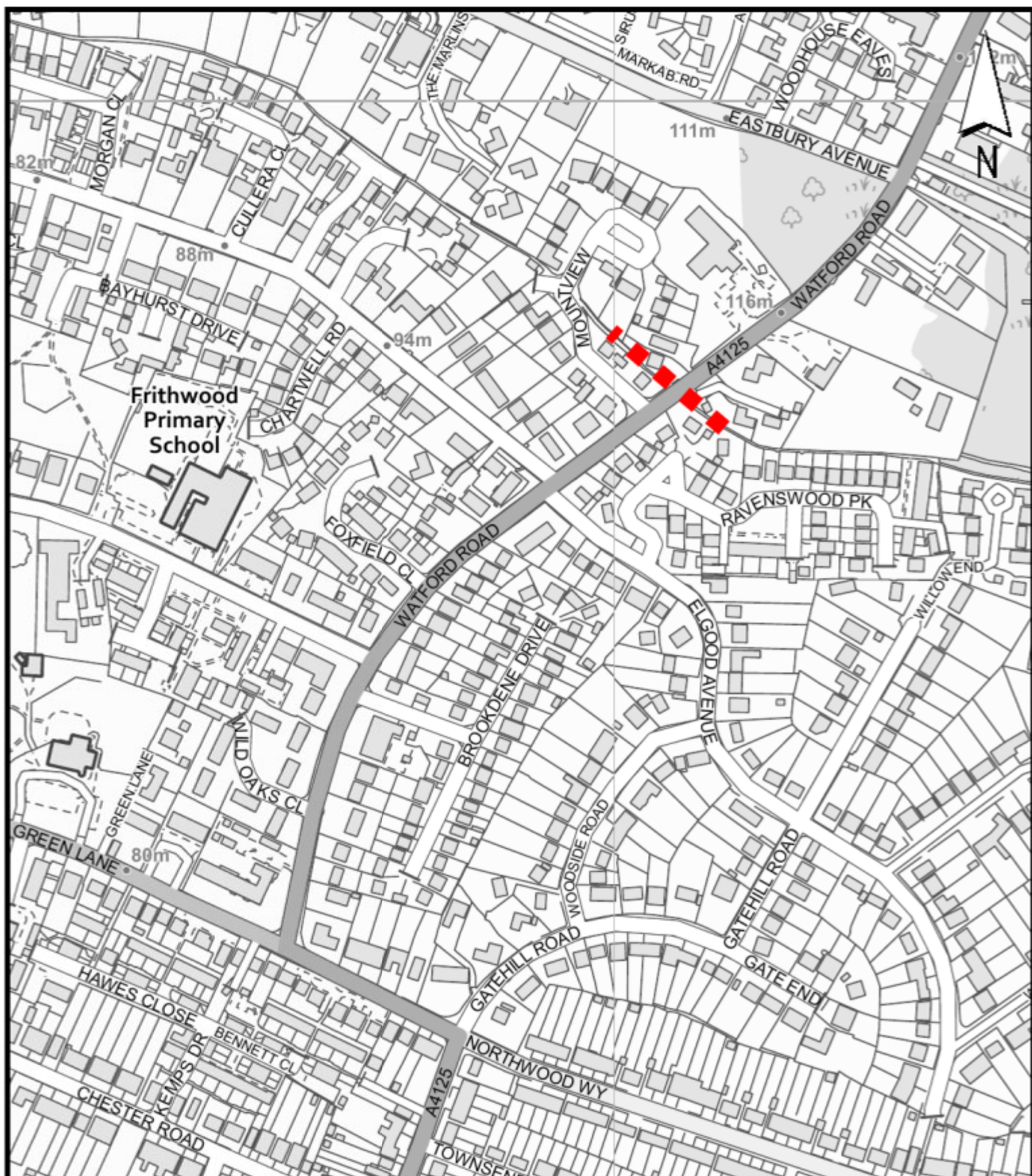
None at this stage.

## **BACKGROUND PAPERS**

Petition received.

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## Watford Road, Northwood Location plan

## Appendix A

March 2023

Scale 1:4,000



**HILLINGDON**  
LONDON



Approximate location of the Borough boundary  
on Watford Road

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## EDGAR ROAD, YIEWSLEY - PETITION REQUESTING THE INCLUSION OF EDGAR ROAD IN ANY POSSIBLE NEARBY PARKING MANAGEMENT SCHEME

<b>Cabinet Member(s)</b>	Councillor Jonathan Bianco
<b>Cabinet Portfolio(s)</b>	Cabinet Member for Property, Highways and Transport
<b>Officer Contact(s)</b>	Steven Austin – Place Directorate
<b>Papers with report</b>	Appendix A – Location Plan Appendix B – Yiewsley PMS Zone 1: 2017 Informal Consultation Area

### HEADLINES

<b>Summary</b>	To inform the Cabinet Member that a petition has been received from residents who live in Edgar Road, Yiewsley requesting the inclusion of Edgar Road in any possible nearby Parking Management Scheme.
<b>Putting our Residents First</b>  <b>Delivering on the Council Strategy 2022-2026</b>	This report supports our ambition for residents / the Council of: Live in good quality, affordable homes in connected communities.  This report supports our commitments to residents of: Safe and Strong Communities.
<b>Financial Cost</b>	There are no direct financial implications associated with the recommendations to this report.
<b>Relevant Select Committee</b>	Property, Highways and Transport Select Committee
<b>Relevant Ward(s)</b>	Yiewsley

### RECOMMENDATIONS

**That the Cabinet Member for Property, Highways and Transport:**

- 1. Meets with petitioners and listens to their request for Edgar Road to be included in any possible Parking Management Scheme implemented in nearby roads;**
- 2. Notes the results of the previous consultations undertaken with residents of Edgar Road;**

3. 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.

### 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 26 signatures has been submitted to the Council by residents who live on Edgar Road, Yiewsley signed under the following heading:  
*"Yiewsley (Y1) Parking Management Scheme currently under consideration for Providence Road and Whitethorn Avenue for Edgar Road to be included in this scheme."*
- 2) Edgar Road is a mainly residential road close to Yiewsley town centre and West Drayton station. Shops, places of worship and other local amenities are all conveniently located nearby. A plan of the area is attached as Appendix A.
- 3) Edgar Road largely comprises semi-detached properties with differing ages of construction. The more recently-constructed properties, appear mostly to benefit from off-street parking, while the older properties appear to rely upon the on-street parking provision.
- 4) It may be helpful to the Cabinet Member to make him aware of a previous petition with 33 signatures submitted by residents of Edgar Road. The 33 signatures represented 25 out of the 66 properties in Edgar Road.
- 5) After consideration of the petition mentioned above, the previous Cabinet Member for Planning, Transportation and Recycling, asked officers to design a Parking Management Scheme and formally consult residents of the road.
- 6) A detailed design was subsequently prepared, and the statutory 21-day consultation undertaken. During this time, copies of the plans were made available in the local library and a letter was delivered to every household in the road. In addition, street noticed were erected and advertisements published in the London Gazette and local newspaper.
- 7) During the formal consultation, 13 letters (from 12 properties) of support were received and nine letters (representing eight properties) objecting to the proposals were also received.

- 8) In addition, a second petition was submitted to the Council signed by 59 residents, representing 38 properties in Edgar Road, signed under the following heading:

*We, the residents of Edgar Road, Yiewsley, petition the Council to not install permit parking into Edgar Road.*

*In the Council proposals there is insufficient parking for the amount of residents who live in Edgar Road and no plans for overflow parking have been put in place.*

*The plans are just moving the parking issues to the neighbouring roads, which are already short of parking for the residents who live there.*

*As residents of Edgar Road we are able to manage the parking between neighbours ourselves and do not require council interventions.*

*The signatures below are those of residents who own vehicles that currently parking in Edgar Road.*

*We request that Hillingdon Council withdraw the current proposal for Permit Parking Restrictions in Edgar Road.”*

- 9) The Cabinet Member will appreciate, and may wish to make the point to the present petitioners (whilst acknowledging that they have not made such a direct request), that ‘overflow parking’ is seldom a realistic prospect as additional parking capacity can seldom be created on the public highway, and off-road car parking is clearly entirely outside the remit of what is practically possible.
- 10) The Council had also received a number of requests from residents in nearby roads as well as a further petition from residents of Whitethorn Avenue, requesting action to deal with all day non-residential parking.
- 11) As a result of comments made during the formal consultation and the request for a possible wider Parking Management Scheme, ward councillors were minded to defer the possible scheme for Edgar Road at that time, until a wider consultation could be undertaken.
- 12) In October 2017, an informal consultation was undertaken with residents in an area agreed with ward councillors and can be seen in Appendix B of this report.
- 13) As part of the informal consultation, a consultation pack was delivered to every property in the area consisting of a letter, plan showing the area being consulted, an information leaflet explaining the different options available to residents, a questionnaire and a reply-paid return envelope.
- 14) The results from Edgar Road again indicated a lack of support for a possible Parking Management Scheme with 15 residents asking for ‘no change’ to the current parking arrangements and 10 asking for parking permits.
- 15) As a result, and after discussions with ward councillors, the decision again was to take no further action to implement a scheme in Edgar Road due to the apparent lack of support expressed by residents.

- 16) As mentioned in the petition, the Council has recently informally consulted residents of Whitethorn Avenue and Providence Road on a possible Parking Management Scheme, which again was a direct result of a petition. The area was agreed following discussions with ward councillors.
- 17) At the time of the drafting of this report, the results are being considered by the ward councillors before a decision is made on how to proceed. It is suggested that their views on the present petition may also be beneficial to hear as they may have a good idea of the likely prospects for a scheme being supported, based on their own local insights.
- 18) In view of the submission of this petition, it is recommended that the Cabinet Member discusses with petitioners their request for the introduction of a resident permit only parking scheme, and if appropriate asks officers to add the request to the future extensive parking scheme programme for further investigation and informal consultation.

### **Financial Implications**

There are no direct financial implications associated with recommendations to this report. However, if the Council were to consider the introduction of managed parking in the area around Harmondsworth Road, 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**

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

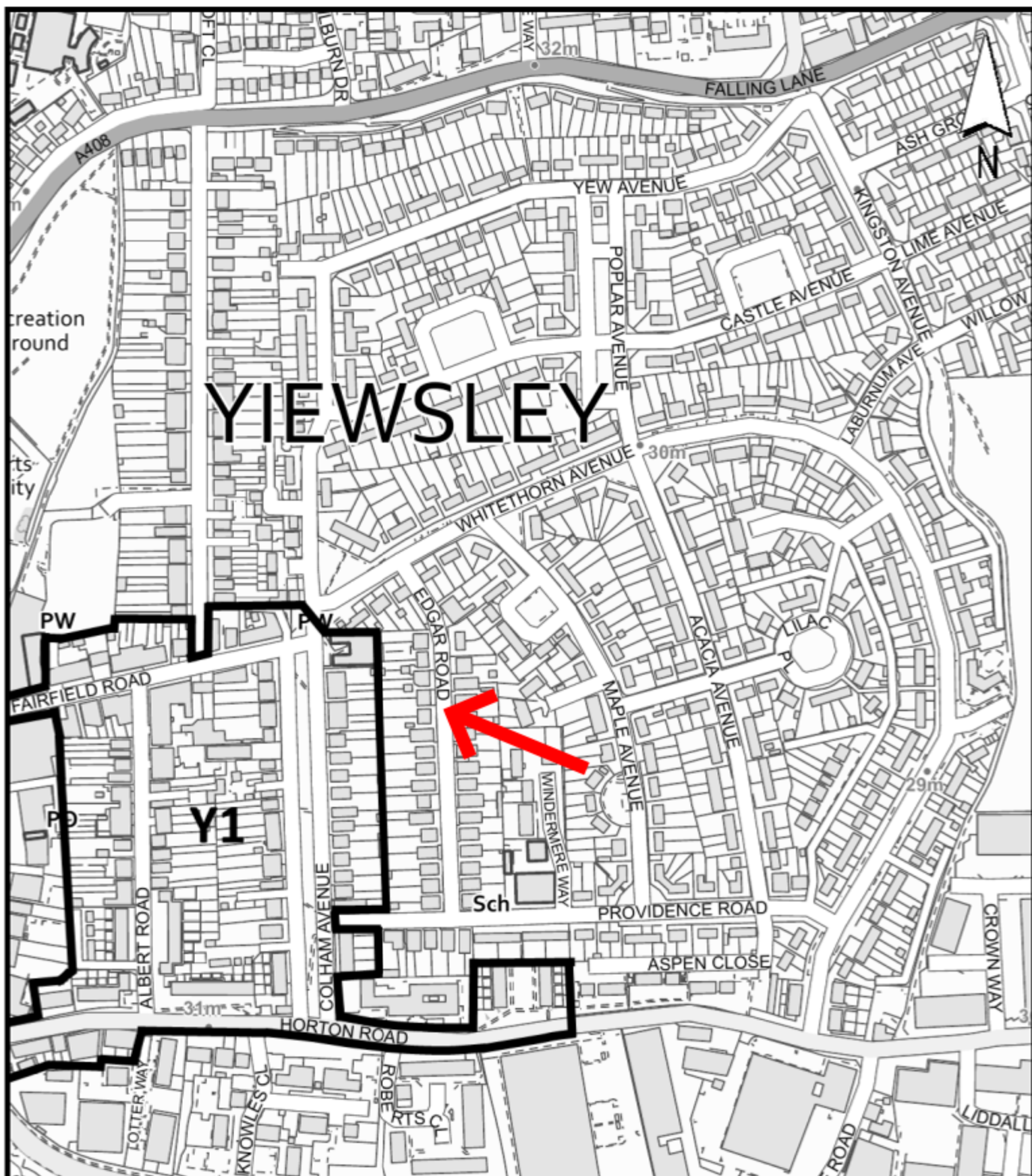
### **Infrastructure / Asset Management**

None at this stage.

## **BACKGROUND PAPERS**

Petition received.





Edgar Road, Yiewsley  
Location plan

Appendix A

March 2023

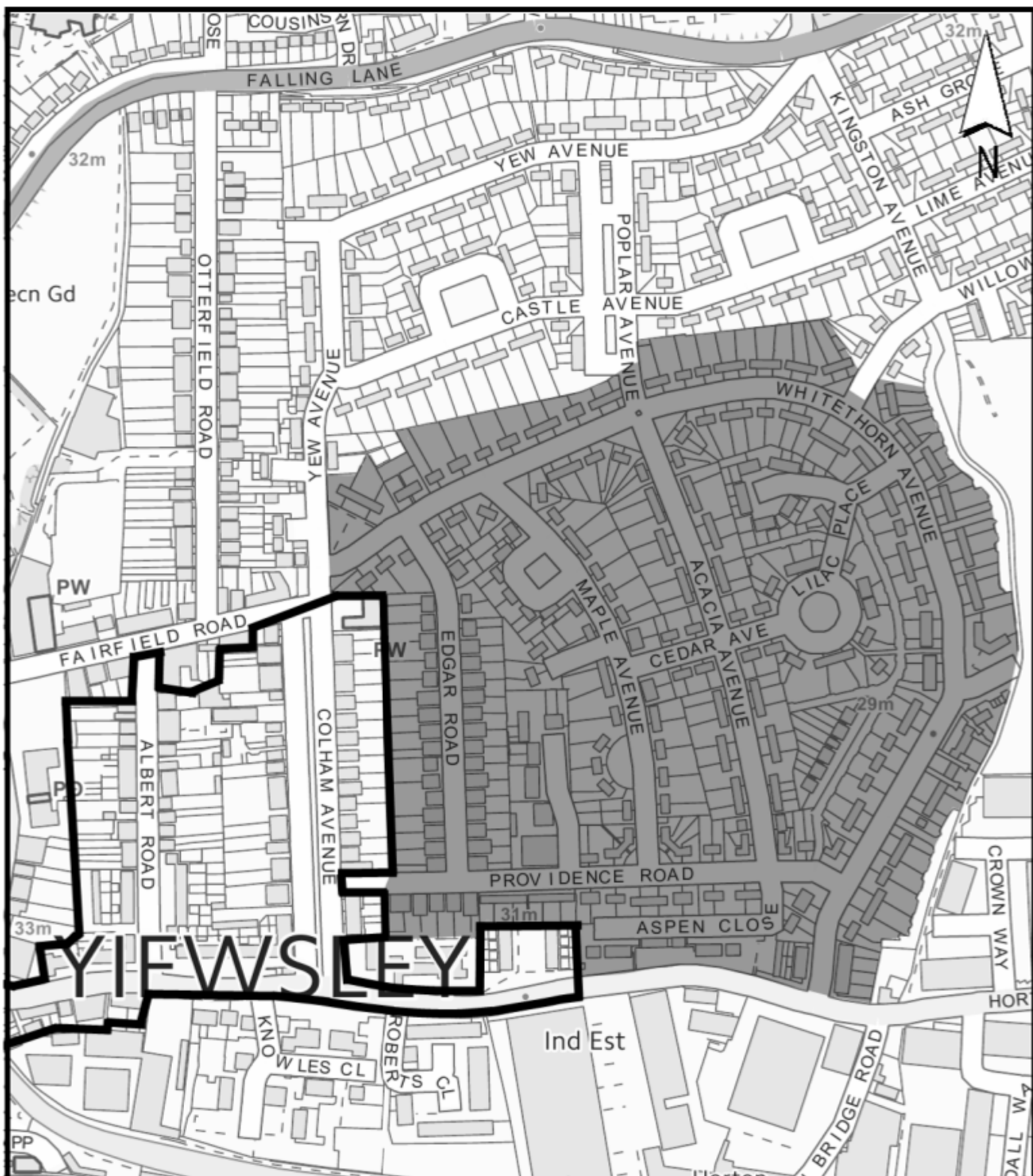
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Nearby extent of the Yiewsley Parking Management  
Scheme Zone Y1

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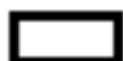


## Yiewsley Parking Management Scheme Zone Y1 Informal consultation area 2017

## Appendix B

March 2023

Scale 1:4,000



Nearby extent of the Yiewsley Parking Management Scheme Zone Y1 (circa 2017)



Extent of informal consultation area for a possible extension to the scheme (April - May 2017) Page 29

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