



HILLINGDON  
LONDON



# Petition Hearing - Cabinet Member for Planning and Transportation

**Date:** WEDNESDAY, 14  
OCTOBER 2009

**Time:** 7.00 PM

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

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

## 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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**Published:** Tuesday, 6 October 2009

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INVESTOR IN PEOPLE

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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.

	<b>Start Time</b>	<b>Title of Report</b>	<b>Ward</b>	<b>Page</b>
3.	7.00pm	Little Road, Hayes - Petition Requesting a Resident Parking Scheme	Townfield	1-5
4.	7.00pm	St David Close, Cowley - Petition Objecting to a Parking Scheme	Brunel Ward	7-11
5.	7.30pm	Ducks Hill Road - Petition Requesting Pegasus Crossing	Northwood & West Ruislip	13-20
6.	8.00pm	Perry Close, Hillingdon - Petition Requesting a Footway Parking Exemption	Yiewsley	21-27
7.	8.30pm	Petition Requesting Installation of Waiting Restrictions at the Junction of Wickham Close and Northwood Road, Harefield	Harefield	29-32

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<b>LITTLE ROAD, HAYES – PETITION REQUESTING A RESIDENT PARKING SCHEME</b>	<b>ITEM 3</b>
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<b>Cabinet Portfolio</b>	Planning and Transportation
<b>Report Author</b>	Steve Austin
<b>Papers with report</b>	Appendix A

## HEADLINE INFORMATION

<b>Purpose of report</b>	To inform the Cabinet Member that a petition has been received from residents of Little Road, Hayes requesting a Resident Permit Parking Scheme is introduced into their road. The residents have also asked for conditions to apply to a scheme for their road only and these are discussed within the report.
<b>Contribution to our plans and strategies</b>	This request can be considered within the Council’s strategy for on-street parking schemes.
<b>Financial Cost</b>	There is none associated with the recommendations to this report
<b>Relevant Policy Overview Committee</b>	Residents and Environmental Services
<b>Ward(s) affected</b>	Townfield

## RECOMMENDATION

**That the Cabinet Member**

- 1. Notes the petitioner’s request and gives approval for it to be added to the Council’s programme of on-street parking schemes for subsequent consultation.**
- 2. Asks Officers to consult Ward Councillors to determine if further roads in this area of Hayes should be included in the consultation.**

## INFORMATION

### Reasons for recommendation

It is clear there is significant support for the introduction of a Resident Permit Parking Scheme in Little Road but the conditions attached by the residents vary significantly from the Council’s

usual schemes. As residents schemes are more viable over a wider area, it is considered appropriate to ask Ward Councillors if other roads should be consulted.

### **Alternative options considered**

Alternative options to address residential parking will be part of the consultation with residents if the Cabinet Member gives approval for a scheme to be added to the programme.

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

None at this stage

### **Supporting Information**

1. A petition with 23 signatures from 23 households of Little Road has been submitted asking for a Residents Permit Parking Scheme. However, the request has a number of conditions that residents would like to see applied to the scheme. Little Road is effectively a cul-de-sac accessed from Pump Lane and very close to Hayes town centre shops. The location is shown on Appendix A.
2. The petition organiser has previously contacted the Council requesting information on how non-residential parking could be controlled within the road. One of the Council's standard consultation information leaflets was supplied which the petition organiser used to consult and assemble the petition within Little Road. Consequently, it would appear most residents particularly those who signed the petition are reasonably aware of how these schemes operate within Hillingdon.
3. Based on the consultation leaflet, residents have subsequently submitted the petition which is signed by approximately 60% of the households of Little Road. However, they have qualified the request on the basis that a scheme meets the following criteria.
  - (i) This scheme applies to Little Road only.
  - (ii) One free parking permit to each house variable cars (registered to address).
  - (iii) Continuous bay marking in the whole road.
  - (iv) White bar marking in front of each drive (dropped kerb) to ensure unobstructed ingress and egress from the garages.
  - (v) Restriction time should be Mon-Sat 8.30am – 6.30pm
  - (vi) Reduce the length of double yellow lines at the junction with Pump Lane to the common boundaries of house Nos. 36-38 and 35 – 37 to increase the parking areas.
4. The conditions imply residents would like a scheme tailored for their road. However, the Council's objective is to introduce consistent schemes throughout the Borough so that motorists would be familiar with the operational conditions. The choices available to residents are generally related to the days of the week the scheme operates and whether there should be continuous or individual bays. The residents of Little Road have indicated they would like a continuous bay scheme, which would maximise the amount of parking but the times of operations should conform with the general operational aspects of existing schemes in the Hayes area. If a scheme was to progress in Little Road, it

would form part of the Hayes parking scheme as possibly a separate zone so that permits in other areas of Hayes will not apply in Little Road area.

5. It is not clear what the second conditions requested by the petitioners means. With regard to the issue of permits, the Council's policy is to provide one per household free of charge with additional permits charged at £40 each.
6. It is recommended the Cabinet Member approves the addition of this petition request to the Council's overall parking programme so that the Council's own consultation can be carried out. This will ensure every household receives a copy of our information leaflet on the options available to control on-street parking together with a questionnaire for return to the Council in confidence. We would point out in this consultation that the specific conditions requested by residents may not be accommodated with a scheme. A further point to consider is if a scheme is introduced into Little Road, non-residential parking could transfer and the most likely road would be Austin Road. It is suggested the Cabinet Member asks Officers to consult Ward Councillors to determine that if Little Road is consulted should this include Austin Road and perhaps any others roads in this area, although there are many large industrial units in the close proximity.

### **Financial Implications**

There are none associated with the recommendations to this report, however if the Cabinet Member subsequently approves formal consultation and installation of a scheme, a bid would be made for an allocation of funds from the Parking Revenue Account surplus.

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

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

To allow the Council to undertake the usual consultation with residents to establish the level of support for a scheme within the Council's standard conditions.

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

Residents would be consulted informally and if there is support for a parking scheme, residents would subsequently be consulted again before the Council decides if a scheme is installed.

### **CORPORATE IMPLICATIONS**

#### **Corporate Finance**

#### **Legal**

There are no special legal implications for this informal consultation.

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

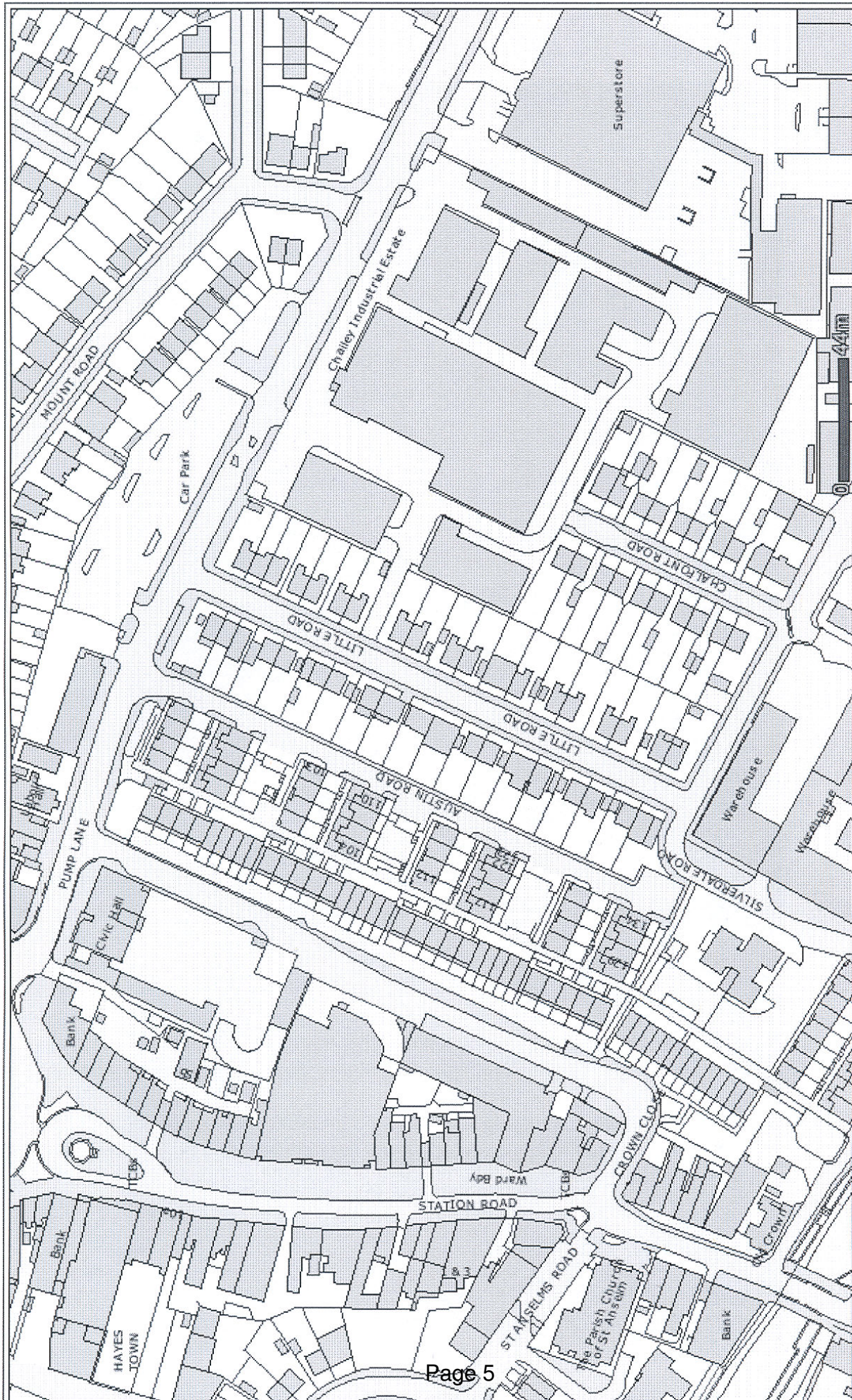
recommendation. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

## **BACKGROUND PAPERS**

Petition received 3<sup>rd</sup> August 2009



# APPENDIX A



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## DUCKS HILL ROAD – PETITION REQUESTING PEGASUS CROSSING

**ITEM 5**

<b>Cabinet Member</b>	Councillor Keith Burrows
<b>Cabinet Portfolio</b>	Planning and Transportation
<b>Report Author</b>	Brendan Gillman, Environment and Consumer Protection
<b>Papers with report</b>	Appendix A Appendix B

### HEADLINE INFORMATION

<b>Purpose of report</b>	This report advises the Cabinet Member that a petition has been received from the users of Ruislip Woods requesting a signalised crossing suitable for use by horse riders. (Pegasus Crossing)
<b>Contribution to our plans and strategies</b>	<ul style="list-style-type: none"> <li>Transport Strategy</li> <li>Community Plan</li> <li>Local Implementation Plan</li> </ul>
<b>Financial Cost</b>	The cost of the installation of a Pegasus crossing would be around £90 000. At present no funding source has been identified for this project.
<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services
<b>Ward(s) affected</b>	Northwood & West Ruislip

### RECOMMENDATION

**That the Cabinet Member:**

- 1. Notes the petitions requests and meets with petitioners to discuss in greater detail the concerns they have;**
- 2. Subject to the identification of a funding source, asks officers to install a Pegasus crossing on Ducks Hill Road.**

### INFORMATION

## Reasons for recommendation

The petitioners are concerned by the difficulty of crossing Ducks Hill Road between Copse Wood and Mad Bess Wood. The Provision of a Pegasus crossing will provide suitable crossing facilities for walkers, equestrians and cyclists.

## Alternative options considered

The Cabinet Member may decide that the existing crossing facilities are adequate for Ducks Hill Road.

## Supporting Information

1. A petition with 311 signatures has been received from users of Copse Wood and Mad Bess Wood requesting the introduction of a Pegasus crossing facility on Ducks Hill Road between the two woods.
2. The petition stated: *'We the undersigned are writing to express our concerns regarding the danger in crossing Ducks Hill road on foot, cycle or horse back to gain access to either Copse Wood or Mad Bess Wood and request a Pegasus Crossing is installed without delay...'*
3. The section of Ducks Hill Road between Reservoir Road, Ruislip in the south and Drakes Drive, Northwood is a predominantly rural road, with a regulatory speed set at the national limit. Mad Bess Wood is situated to the west of Ducks Hill Road, with Copse Wood To the east. Both woods along with Bayhurst Wood Countryside Park and Park Wood form the Ruislip Woods National Nature Reserve. Appendix A shows a location plan of the above area.
4. In October 2006 as part of the Road Safety Programme officers conducted a feasibility study into a possible Pegasus crossing on Ducks Hill Road, located south of the Mad Bess Wood car park entrance. The Pegasus crossing outlined in Appendix B was found to be feasible.
5. At the time of feasibility it was felt a crossing at this location would best suit all woods users practically those using the car park. However the crossing would require the existing bridle paths be relocated to meet the crossing
6. It is estimated that the Highway works for a Pegasus crossing as outlined in Appendix B would cost £90,000 but this figure excludes the cost of redirecting the bridle paths. It may be possible to gain this funding from Transport for London (TfL) as part of the annual Local Implementation Plan (LIP) bid. Officers have included a bid for such funding as part of the 20010/11 submission. Funding for the relocation of the bridle paths would still need to be identified.
7. The costs for relocating the bridle paths are expected to be £5,000. The Council's Green Spaces Department will be able to fund these works as part of their annual budget.

8. Officers recommend the Cabinet Member meets with petitioners to discuss in greater detail the concerns they have and subject to the outcome of that discussion considers approving a Pegasus crossing be installed subject to the identification of suitable funding sources.

### **Financial Implications**

At present there is no budget identified to fund this proposal.

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

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

The recommendations will ask officers to identify a suitable funding source for this scheme.

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

Ward Councillors were asked to comment on this petition as part of the report writing process.

### **CORPORATE IMPLICATIONS**

#### **Corporate Finance**

None at this stage

#### **Legal**

None at this stage

#### **Corporate Property**

### **BACKGROUND PAPERS**

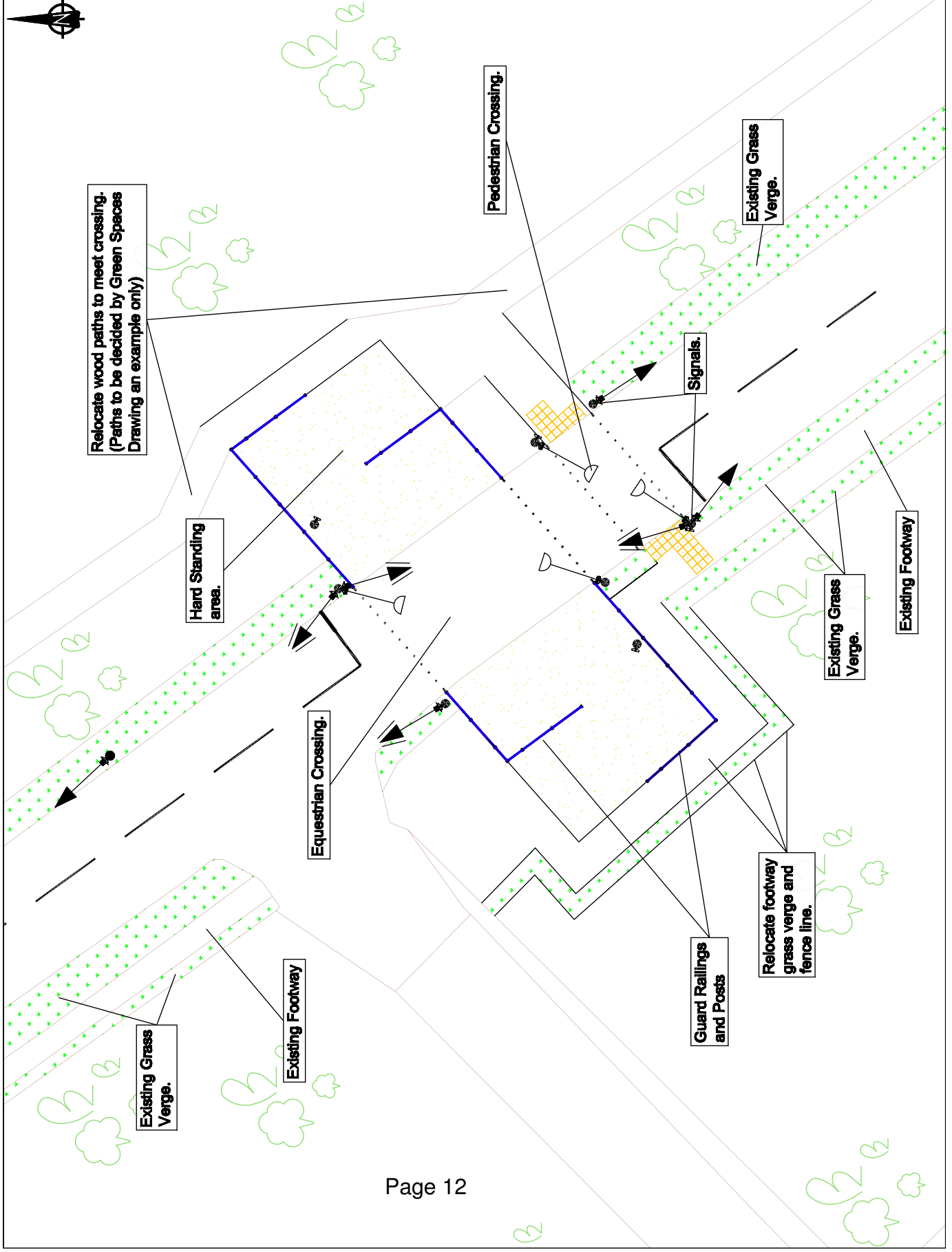
Petition received 08<sup>th</sup> April 2009.

**APPENDIX A – LOCATION PLAN**



# **APPENDIX B**

## **PROPOSED PEGASUS CROSSING**



Relocate wood paths to meet crossing.  
(Paths to be decided by Green Spaces  
Drawing an example only)

Hard Standing  
area.

Equestrian Crossing.

Pedestrian Crossing.

Guard Railings  
and Posts

Relocate footway  
grass verge and  
fence line.

Existing Grass  
Verge.

Existing Footway

Signals.

Existing Grass  
Verge.

Existing Grass  
Verge.

Existing Footway

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LONDON BOROUGH  
OF HILLINGDON

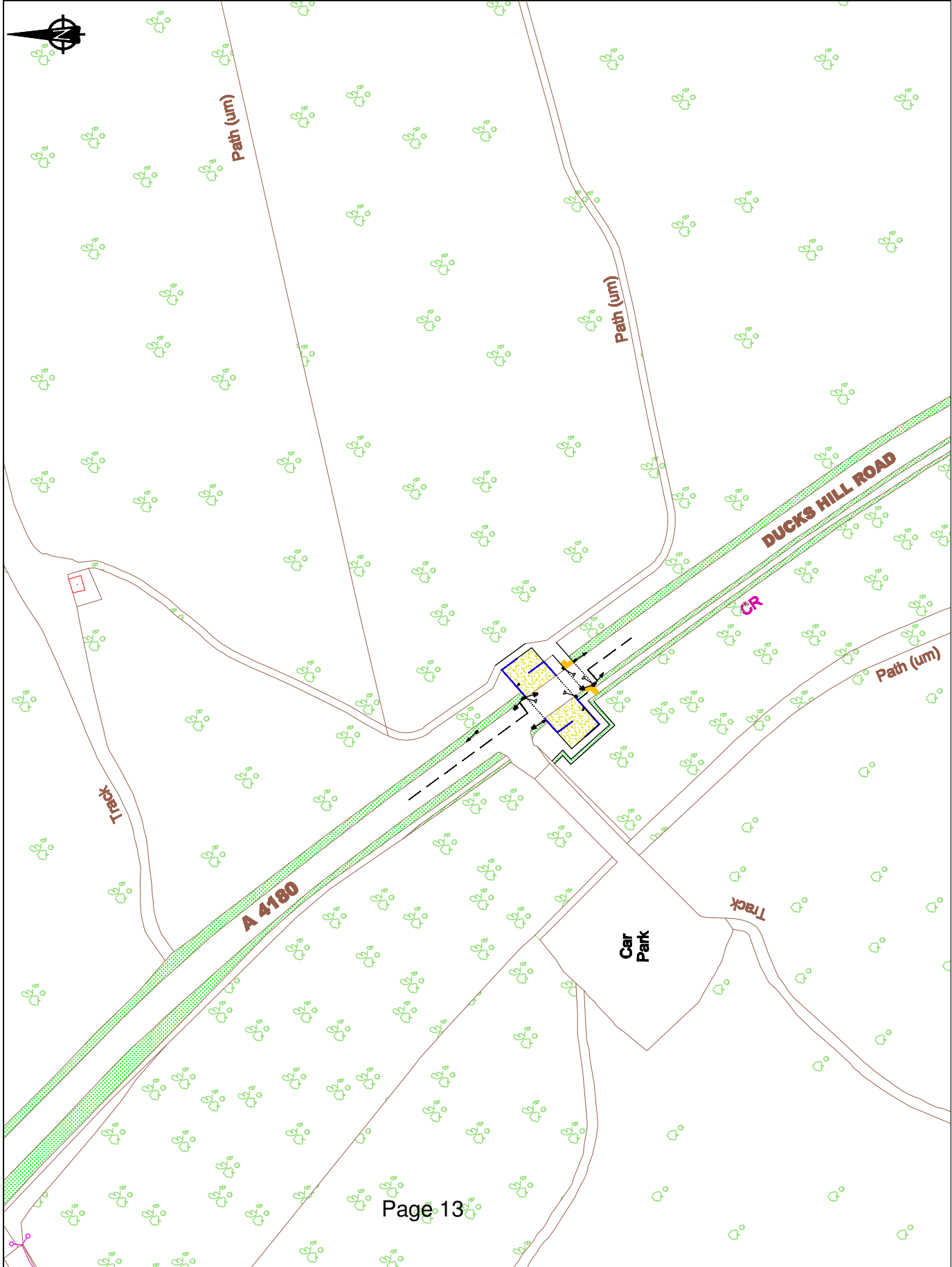


Project  
EQUESTRIAN CROSSING

Description  
DUCKS HILL ROAD

Scale 1:200	Drawn BG:02/10/06	Checked
Paper Size A3	Drawing No. 00D1	Rev. A





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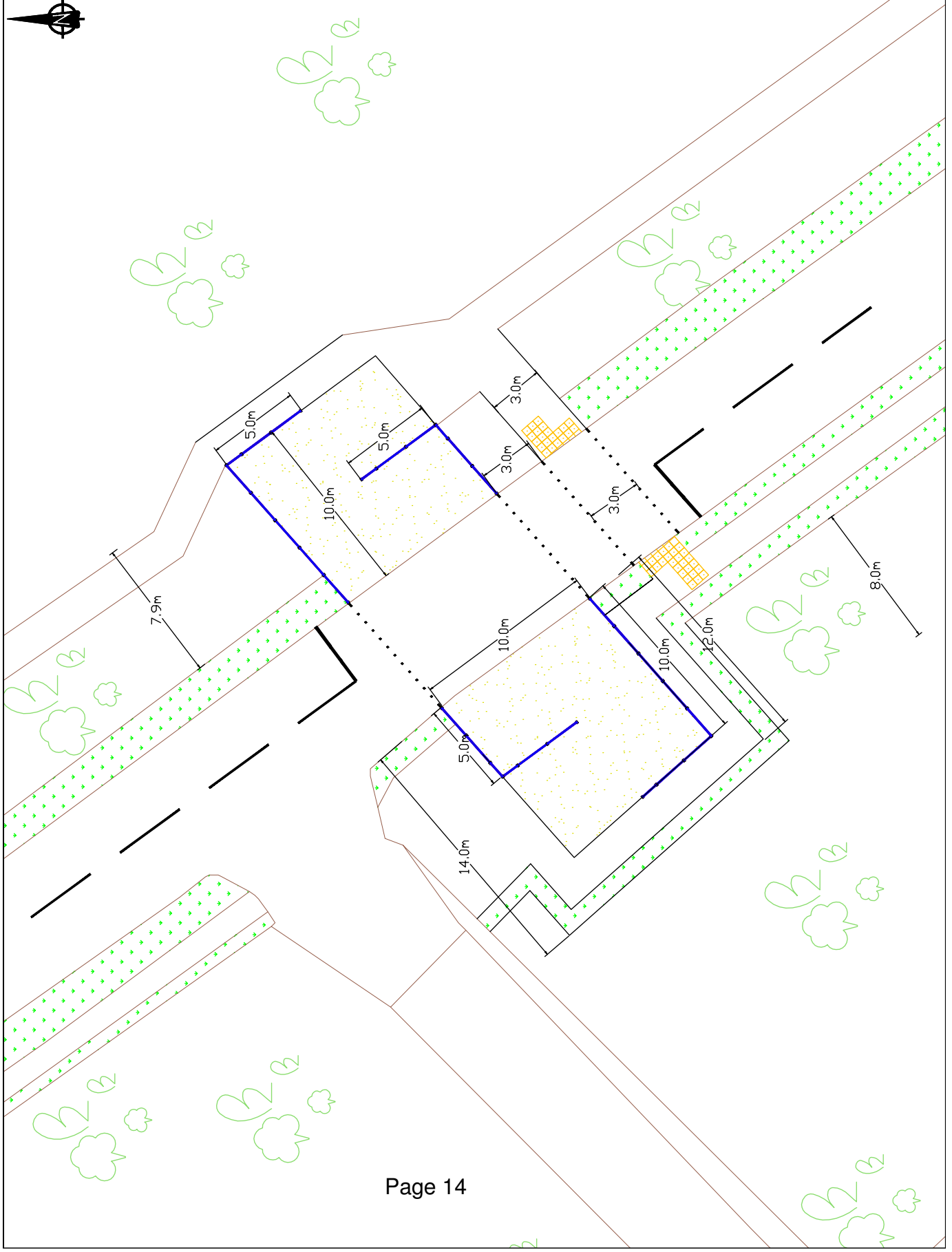
LONDON BOROUGH  
 OF HILLINGDON



Project  
 EQUESTRIAN CROSSING  
 LOCATION PLAN

Description  
 DUCKS HILL ROAD

Scale	1:1000	Drawn	EG:02/10/06	Checked	
Paper Size	A3	Drawing No.	0002	Rev.	A



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LONDON BOROUGH  
OF HILLINGDON



Project  
EQUESTRIAN CROSSING  
DIMENSION PLAN

Description  
DUCKS HILL ROAD

Scale 1:200	Drawn BG:02/10/06	Checked
Paper Size A3	Drawing No. 0003	Rev. A

## PERRY CLOSE, HILLINGDON – PETITION REQUESTING A FOOTWAY PARKING EXEMPTION

**ITEM 6**

<b>Cabinet Member</b>	Councillor Keith Burrow
<b>Cabinet Portfolio</b>	Planning and Transportation
<b>Officer Contact</b>	Catherine Freeman
<b>Papers with report</b>	Appendices A & B

### HEADLINE INFORMATION

<b>Purpose of report</b>	To inform the Cabinet Member that a petition of 21 signatures has been received from residents of Perry Close requesting that footway parking is permitted on a section of this road
<b>Contribution to our plans and strategies</b>	The request for a footway parking exemption scheme on Perry Close has been considered in relation to the Council's strategy for road safety
<b>Financial Cost</b>	There are no direct financial implications to this report
<b>Relevant Policy Overview Committee</b>	Residents' & Environmental Services
<b>Ward(s) affected</b>	Yiewsley Ward

### RECOMMENDATION

**That the Cabinet Member:**

1. Notes the petition request.
2. Meets with and listens to the petitioners concerns regarding parking issues on Perry Close.
3. Agrees that Perry Close be approved for the introduction of a Footway Parking Exemption Scheme subject to a further report following consultation with local residents on a detailed scheme layout.

### INFORMATION

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PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with Petitioners – 14 October 2009

## Reasons for recommendation

To investigate in further detail the request of the petitioners.

## Alternative options considered

Options will be discussed with the petitioners.

## Comments of Policy Overview Committee(s)

None at this stage

## Supporting Information

1. In April 2009 the Council received a petition with 21 signatures from residents of Perry Close requesting that footway parking is permitted on the northern side of Perry Close, opposite flat numbers 17-32. The petition organiser has highlighted that the petitioners are asking for no other changes to the parking in this road.
2. The petitioners state that: *'Since the Council have installed the bollards outside our flats (no's 17-32) it has caused a problem for access / exit to and from our car park for larger vehicles such as ambulances and delivery vans.'*
3. Perry Close is a no-through road with some off-street parking for residents, as shown on Appendix A. The east-west arm of Perry Close has a carriageway width of approximately 5 metres. The Council's Highways Maintenance section has recently installed four bollards on the grass verge, west of the entrance to flat no's 17-32 Perry Close, as shown on Appendix A. The bollards have been installed to protect the grass verge from vehicular abuse as the Council had received a number of complaints from the residents in this road. The Council subsequently received a letter from a resident of Perry Close requesting for the removal of one of these bollards; however, it was pointed out that this would lead to vehicles crossing the grassed section.
4. With regards to the petition request for footway parking to be permitted in Perry Close, the Council is prepared to exempt parts of footway from the Footway Parking Regulation under certain conditions. Parking can only take place on tarmac surfaced footways and there should be a minimum of 1.5 metres remaining for the safety and benefit of pedestrians. In addition footway parking should not be allowed within 15 metres of a junction.
5. The petitioners have requested that footway parking is permitted on the northern side of Perry Close, opposite flat numbers 17-32 (as shown on Appendix A), with no other changes to the parking in this road. However, the Cabinet Member will be aware that the Council generally considers a footway parking exemption as part of a comprehensive scheme within a road. From a preliminary site inspection it would appear feasible to allow only limited parking on the northern footway of Perry Close opposite numbers 17-32. The northern footway is approximately 2.35 metres wide which is part paved and part tarmac. The tarmac section adjoins the kerb and is approximately 0.75 metres wide. Within the Council's criteria, it would be permissible to allow footway parking for half a metre leaving over 1.5 metres for

safe pedestrian passage. However, the Council's criteria for a Footway Parking Exemption do not permit footway parking within 15 metres of a junction. This means footway parking can only be permitted for a length of approximately 12 metres on the northern footway of Perry Close, opposite no's 17-32, as shown on Appendix B. Therefore, it is recommended that the Council investigates the feasibility of additional locations for a footway parking exemption on Perry Close, as shown on Appendix B. The western side of the north-south arm has a number of vehicle crossovers and therefore footway parking would not be feasible on this section. In addition, footway parking is not recommended in the turning head at the southern end of Perry Close.

6. If footway parking is approved it has been the Cabinet Member's usual practice to suspend footway parking regulations until detailed design and consultation has been carried out. If the Cabinet Member approves these requests, it is recommended that withholding enforcement applies to those areas where it is permissible to park on the footway within the Council's criteria. This means it should not restrict the remaining footway to less than 1.5 metres wide, takes place on a tarmac surface only and not within 15 metres of a junction.

### **Financial Implications**

Investigations, design and consultation are undertaken within the normal staff resources and can therefore be accommodated within existing budgets. The works cost of introducing a footway parking exemption scheme in Perry Close would depend on details of the actual scheme approved. This cost would not be known until detailed design and consultation is complete. The implementation of a formal footway parking exemption scheme involves the installation of white lines and signage on the footway where parking is permissible. No budget allocation has been made to this project at the current time. However, the eventual cost of the work could potentially be funded from the accumulated surplus of the Parking Revenue Account. If Members wish to progress the scheme at some future time, they will need to agree how the cost will be funded before officers can take action in accordance with the Council's Financial Regulations.

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

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

It will allow further consideration of the petitioners concerns and the request for a footway parking exemption scheme in Perry Close.

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

This will be carried out with residents of Perry Close when detailed plans have been drawn up.

### **CORPORATE IMPLICATIONS**

#### **Corporate Finance**

N/A

## Legal

The proposed introduction of footway parking may be introduced using powers conferred under section 6 of the Road Traffic Regulations Act 1984 to make Traffic Regulation Orders (TRO's) to regulate the speed, movement and parking of vehicles and to regulate pedestrian movement.

Section 122 of the Act provides that when making a road traffic order the Council is under a duty to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and provide suitable and adequate parking facilities on and off the highway.

In performing this duty the Council must, so far as is practicable, have regard to the following matters (section 122(2) of the Act):

- (a) the desirability of securing and maintaining reasonable access to premises;
- (b) the effect on the amenities of any locality affected and ... the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
- (bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);
- (c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- (d) any other matters appearing to . . . the local authority . . . to be relevant.

The duty under section 122(1) of the Act is subject to the provisions of Part II of the Road Traffic Act 1991 (section 122(3) of the Act).

### Procedures for making road traffic order

In making any road traffic order the Council must comply with the procedures set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

Regulation 13 requires that the Council consider any objection or petition received and not withdrawn following public notification of the road traffic order.

Regulation 14 allows the Council to modify an order in response to objections received. Pursuant to Regulation 14 (3) if the Council does modify an order it must take such steps as appear appropriate to it, in order to:

- i. inform persons likely to be affected by the modifications;
- ii. give those persons an opportunity of making representations; and
- iii. ensure that those representations are duly considered by the Council

Accordingly, the Council must balance the concerns of the objectors with its statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic.

The Council must conduct any consultation in accordance with the expected legal standards. The leading case on consultation is the High Court decision *R v Brent London Borough Council, ex parte Gunning* (1985) 84 LGR 188. In this case, Hodgson J drew attention to four elements that should exist in the proper performance of a statutory duty to consult.

Members must be satisfied that:

- a. Consultation took place at a time when proposals were still at a formative stage;
- b. Sufficient reasons for the proposal were given to permit intelligent consideration and response;
- c. Sufficient time was allowed for consideration and response; and
- d. That responses from the public were conscientiously taken into account when finalising the statutory process.

Accordingly, the Council must balance the concerns of the objectors with its statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic.

## **Corporate Property**

## **Relevant Service Groups**

## **BACKGROUND PAPERS**

Petition received, dated 30<sup>th</sup> April 2009

Notes:

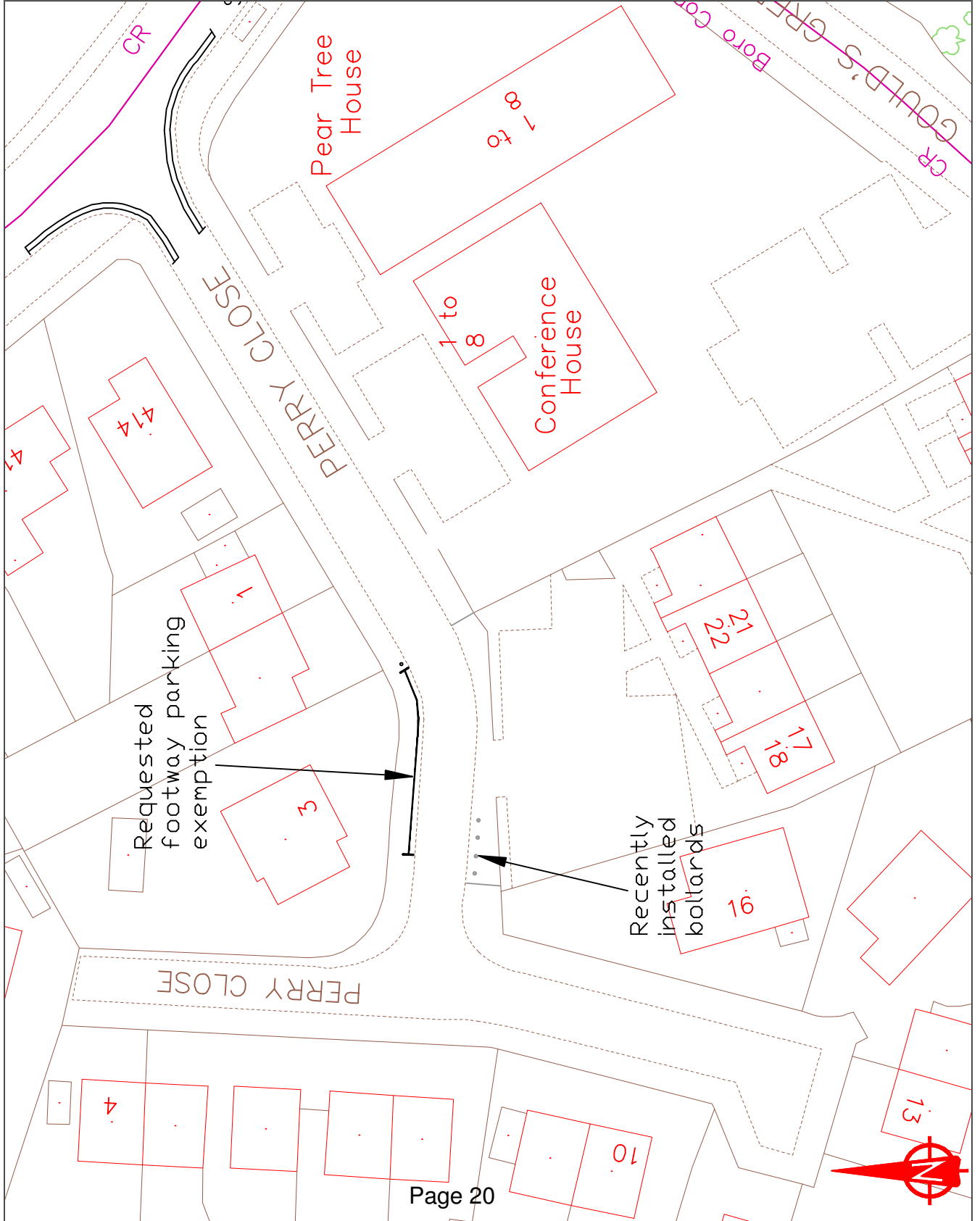
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Project  
Perry Close, Hillingdon  
Location plan

Description

Scale	1:500	Drawn	CF	Created (initials/date)	
Project No.		Drawing No.	6/09	Rev.	





**Notes:**

Proposed  
footway  
parking  
exemption



Vehicle  
crossover

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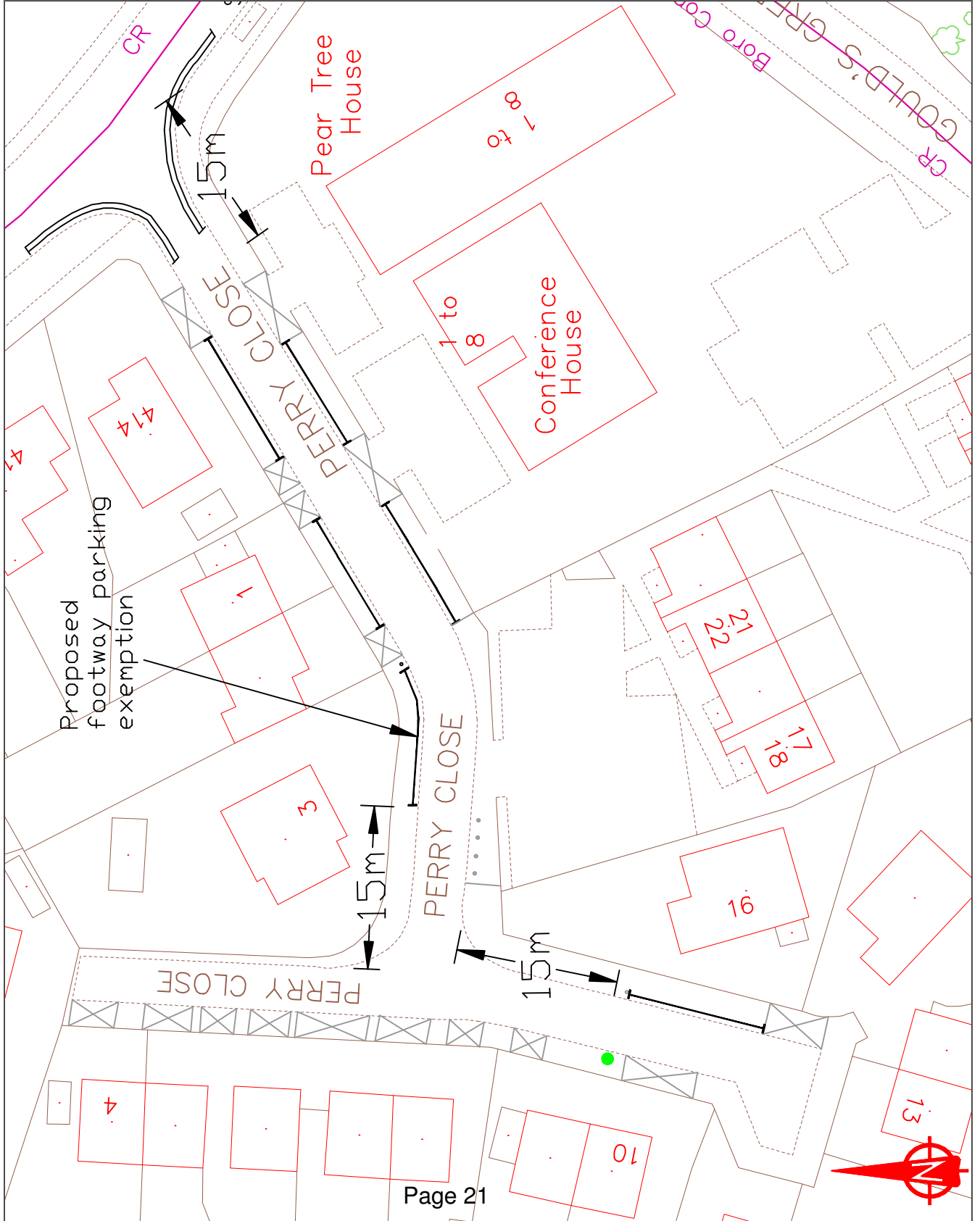


Project  
**Perry Close, Hillingdon**

**Proposed footway parking scheme**

Description

Scale	1:500	Drawn (initials/date)	CF	Checked (initials/date)	6/09
Project No.		Drawing No.		Rev.	



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## PETITION REQUESTING INSTALLATION OF WAITING RESTRICTIONS AT THE JUNCTION OF WICKHAM CLOSE AND NORTHWOOD ROAD, HAREFIELD

<b>Cabinet Portfolio</b>	Councillor Keith Burrows
<b>Cabinet Portfolio</b>	Planning and Transportation
<b>Report Author</b>	Minaxshree Rana, Environment and Consumer Protection
<b>Papers with report</b>	Appendix A

### HEADLINE INFORMATION

<b>Purpose of report</b>	To advise the Cabinet Member that a petition has been received from local residents requesting for the installation of waiting restrictions on the junction of Wickham Close and Northwood Road, Harefield.
<b>Contribution to our plans and strategies</b>	The petition will be heard by the Cabinet Member for Planning and Transportation in accordance with the Council's usual procedures.
<b>Financial Cost</b>	£200. Subject to the Cabinet Member's decision.
<b>Ward(s) affected</b>	Harefield

### RECOMMENDATION

That the Cabinet Member:

1. Acknowledges the petition.
2. Subject to the discussion with the petitioners, ask officers to progress with the installation of 'At Any Time' waiting restrictions as shown on Appendix A.

### INFORMATION

#### Reasons for recommendation

The proposed waiting restrictions will improve road visibility, improve safer access for emergency services and reduce congestion making it easier for vehicles to enter / exit Wickham Close.

Section 243 of the latest version of The Highway Code 2007 (section 217 in older editions of the code) recommends that vehicles should not be parked 'opposite or within 10 metres (32 feet) of a junction'. The Council attempts to balance the desire of residents to park on streets with the need not only for drivers to safely make turning movements at junctions but also for pedestrians

to be able to cross there with safety. Ten metres is considered the minimum length of double yellow lines that could be installed.

### **Alternative options considered**

There are no alternative options.

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

None at this stage.

### **Supporting Information**

A petition organised by a resident of Wickham Close has been presented to the Council with 27 signatures with the following statement:

***“Parked cars at this junction are blocking the pavements and vehicles entering and leaving the close are forced to compete, using poor sight – lines, for a small area of road”.***

Request to install double yellow lines at the top of Wickham Close is:

***“To improve safe access for emergency vehicles and to reduce hazards to pedestrians and vehicles. The Council is asked to promptly install double yellow lines, on both sides of the road at the top of Wickham Close, with its junction with Northwood Road, Harefield”.***

Wickham Close and Northwood Road are in the Harefield ward. Wickham Close is a cul de sac with 20 properties and has a junction with Northwood Road on its northwestern end.

Proposing to install ‘At Any Time’ waiting restrictions on this junction for 10 metres would appear a sufficient length to deter vehicles from parking on the junction.

It is suggested to the Cabinet Member that the petitioners concerns are discussed to determine if the proposal shown in Appendix A would address the concerns they have identified and subject to approval they are installed as quickly as possible.

### **Financial Implications**

Subject to the approval of the Cabinet Member the estimated cost to install the restrictions as indicated on Appendix A would be approximately £200. This can be funded from an allocation from the parking revenue account for the installation of traffic orders

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

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

It will address the petitioners concerns and prohibit parking to increase road safety and reduce accident risks.

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

If the Cabinet Member approves the proposal to install 'At Any Time' waiting restrictions, statutory consultation will be undertaken in accordance with normal regulations.

## **CORPORATE IMPLICATIONS**

### **Corporate Finance**

N/A.

### **Legal**

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

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

### **Corporate Property**

N/A.

### **Relevant Service Groups**

N/A.

## **BACKGROUND PAPERS**

Petition received 17<sup>th</sup> June 2008.

Notes:

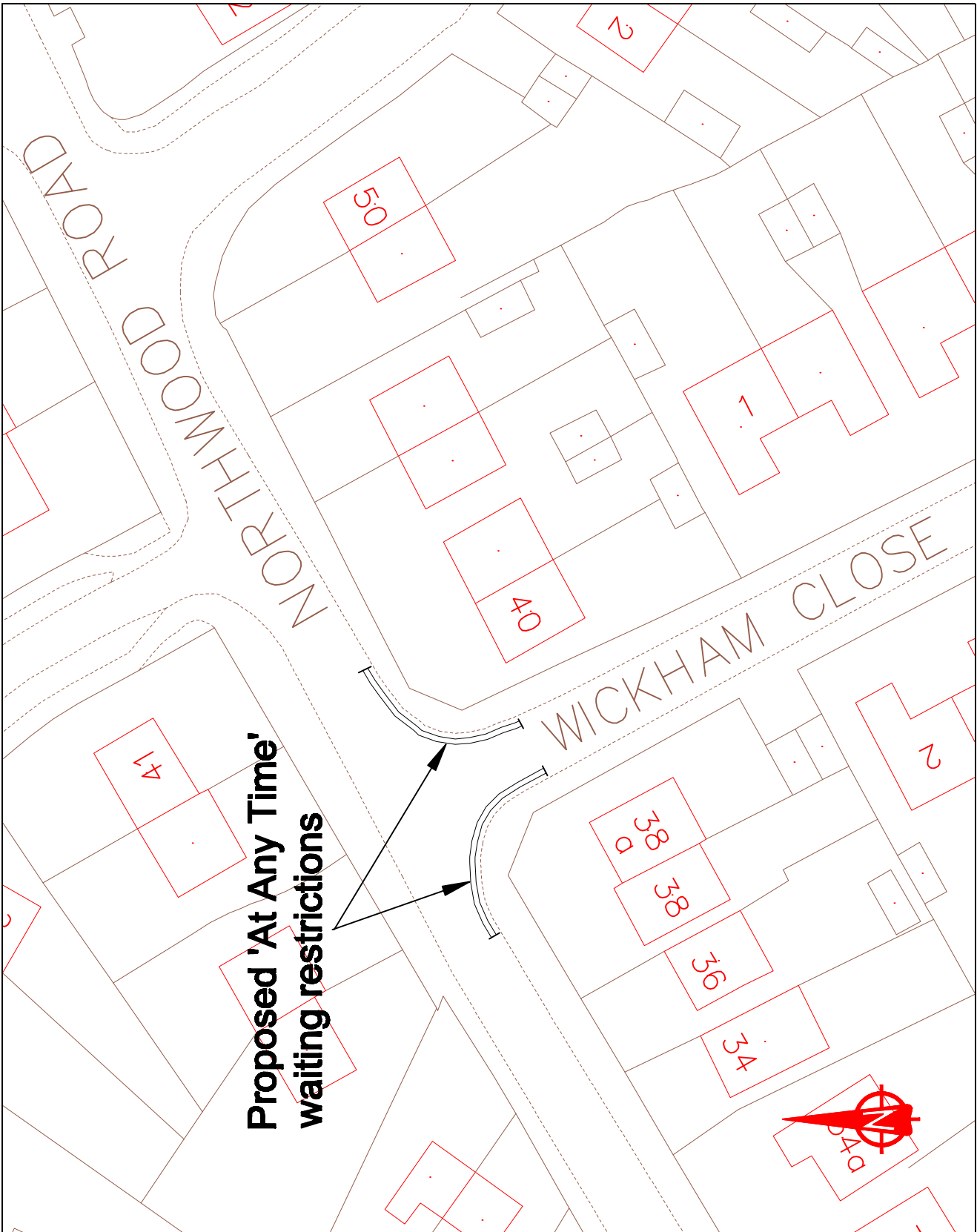
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London Borough of Hillingdon 100019283, 2007



HILLINGDON  
LONDON

Project  
**Proposed Waiting Restrictions  
Wickham Close junction with  
Northwood Road, Harefield**

Description <b>Scheme Plan</b>	
Scale 1:500	Drawn (Initial/Date) MR 07/09
Project No.	Checked (Initial/Date) 07/09
	Drawing No.
	Rev.



<b>DELLFIELD PARADE, COWLEY – PETITION REQUESTING A “STOP &amp; SHOP” PARKING SCHEME</b>	<b>ITEM 8</b>
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<b>Cabinet Portfolio</b>	Planning and Transportation
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<b>Report Author</b>	Steve Austin
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<b>Papers with report</b>	Appendix A
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<b>Special Urgency</b>	<p><i>This report has been circulated less than 5 working days before the Cabinet meeting and the item of business will be considered only if it is considered by the Cabinet Member to be urgent.</i></p> <p><i>The reasons for urgency are to ensure that this matter is dealt with as quickly as possible as there are significant local concerns about uncontrolled parking in the area and the negative effect on small businesses and local residents.</i></p> <p><i>Notice of this report was not given on the Petition agenda. The Cabinet Member and Chairman of the Residents’ and Environmental Services Policy Overview Committee have therefore approved use of the special urgency procedures in the Constitution to allow this report’s urgent consideration.</i></p>
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## HEADLINE INFORMATION

<b>Purpose of report</b>	To inform the Cabinet Member that a petition organised by a shopkeeper on Dellfield Parade has been submitted requesting the introduction of a Council “Stop & Shop” parking scheme.
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<b>Contribution to our plans and strategies</b>	The request will be considered as part of the Council’s strategy for on-street parking controls.
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<b>Financial Cost</b>	There are none associated with the recommendations to this report.
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<b>Relevant Policy Overview Committee</b>	Residents’ and Environmental Services
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<b>Ward(s) affected</b>	Uxbridge South
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## RECOMMENDATION

### That the Cabinet Member

1. **Meets with the petitioners and discusses their concerns with parking on Dellfield Parade.**
2. **Approves the addition of a “Stop & Shop” parking scheme for Dellfield Parade onto the Council’s parking programme for consultation and investigation and actioned as soon as resources permit.**

## INFORMATION

### Reasons for recommendation

It is apparent from the size of the petition submitted that a “Stop & Shop” parking scheme would receive support from both occupiers and customers on Dellfield Parade and by adding the scheme to the Council’s overall parking programme will lead to subsequent consultation and investigation.

### Alternative options considered

The petitioner’s have made a specific request for one of the Council’s “Stop & Shop” parking schemes.

### Comments of Policy Overview Committee(s)

None at this stage

### Supporting Information

1. A petition with 320 signatures organised by the business occupier of the Post Office on Dellfield Parade has been submitted to the Council under the following terms:

*“We, the undersigned, who are all residents of the Hillingdon Borough, hereby lodge our joint petition for the introduction of suitable Pay & Display parking scheme with an allowance of 30 minutes free parking facilities along the Dellfield Parade, High Street, Cowley. Also need to make suitable provision for business parking bays within the vicinity. It is also recommended to make the shopping street a one-way”.*

2. In a covering letter to the petition, the organiser points out that all the signatures were from residents of the borough and “all the businesses at Dellfield Parade have willingly participated in compiling these lists (signatures)”. The organiser also points out the signatures were collected over a 3 day period, which indicates how busy the parade is on a day to day basis.
3. Dellfield Parade is a shopping parade on High Street, Cowley between the north and southern-arms of Dellfield Crescent. In front of the shopping parade is a service road providing convenient parking for customers to the shops. The location is shown on



Appendix A. Roads east of the High Street now largely form part of the Cowley Residents Permit Parking Scheme. Only valid permit holders are able to park in the area during the day and the petitioners are concerned that long-term parking associated with Brunel University may now transfer to the service road in front of the shops which remains uncontrolled.

4. The Cabinet Member will be aware that the Cowley scheme has expanded over the past few years, and the latest extension includes Clammas Way and Dellfield Crescent which, as can be seen on Appendix A, is very close to Dellfield Parade. The Cabinet Member will also be aware that as each extension has come into operation, a review was subsequently carried out which has led to further additions to the scheme. At each review extensive consultation is undertaken with both residents and business occupiers within the scheme and just outside the boundary. In the latest review which included Dellfield Crescent and Clammas Way, consultation was also carried out along High Street, Cowley. This consultation asked residents and business occupiers on their views with regard to bringing in parking controls. Due to a very low response from the premises along High Street, Cowley and because three-quarters of those which did respond, wanted no change to existing arrangements, no further action was taken to include the High Street into the Cowley Parking Scheme.
5. It would appear from this petition that there is now concern with uncontrolled parking along Dellfield Parade and business occupier's and their customers would like "Stop & Shop" parking scheme to be installed. Generally, when requests are included for roads to become part of a residential permit scheme, they are included in the subsequent review. However, as the petition is requesting the introduction of a Council "Stop & Shop" scheme, it is suggested to the Cabinet Member that this can be considered in isolation to the residents permit scheme and added to the Council's overall parking programme so that consultation and investigation can be carried out as soon as resources permit.

### **Financial Implications**

There are none associated with this report and if the Cabinet Member approves the inclusion of a "Stop & Shop" parking scheme for Dellfield Parade, the consultation and investigations can be carried out with in-house resources. However, if subsequently the Cabinet Member approves the installation of a "Stop & Shop" parking scheme, a bid would need to be made for funding from the Parking Revenue Account surplus.

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

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

To include a proposed "Stop & Shop" parking scheme for Dellfield Parade on the Council's Parking programme so that subsequently consultation and investigation can be undertaken.

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

An integral part of the Council's procedures for the introduction of controlled parking schemes is wide spread consultation carried out prior to the Council making a final decision.

## **CORPORATE IMPLICATIONS**

### **Legal**

In all cases, there must be 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 25<sup>th</sup> August 2009



3931  
 30.9.2009  
 100019283 2009



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 Date of Print:  
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