



HILLINGDON  
LONDON



# Petition Hearing - Cabinet Member for Planning and Transportation

**Date:** WEDNESDAY, 15  
SEPTEMBER 2010

**Time:** 7.00 PM

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

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

## Cabinet Member hearing the petitions:

Keith Burrows, Cabinet Member for  
Planning and Transportation

## How the hearing works:

The petition organiser (or his/her  
nominee) can address the Cabinet  
Member for a short time and in turn the  
Cabinet Member may also ask questions.

Local ward councillors are invited to these  
hearings and may also be in attendance  
to support or listen to your views.

After hearing all the views expressed, the  
Cabinet Member will make a formal  
decision. This decision will be published  
and sent to the petition organisers shortly  
after the meeting confirming the action to  
be taken by the Council.

**This agenda and associated  
reports can be made available  
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request. Please contact us for  
further information.**

Published: Tuesday, 7 September 2010

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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>
<b>3</b>	7pm	Copthall Road West, Ickenham - Petition Regarding Condition of Carriageway Surface	Ickenham	1 - 6
<b>4</b>	7pm	Great Central Avenue, South Ruislip - Petition Regarding Condition of Carriageway Surface	South Ruislip	7 - 12
<b>5</b>	7.30pm	Victoria Road, Ruislip - Petition Requesting Residents Parking Scheme	South Ruislip	13 - 18
<b>6</b>	8pm	St David Close, Uxbridge - Petition Requesting Parking To Be Allowed On The Footway	Brunel	19 - 24
<b>7</b>	8pm	Blyth Road and Clayton Road, Hayes - Petition Requesting A "Residents Parking Only Scheme"	Botwell	25 - 30

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## **COPTHALL ROAD WEST, ICKENHAM – PETITION REGARDING THE CONDITION OF CARRIAGEWAY SURFACE**

<b>Cabinet Member</b>	Councillor Keith Burrows
<b>Cabinet Portfolio</b>	Cabinet Member for Planning and Transportation
<b>Officer Contact</b>	Gurmeet Matharu, Planning, Environment and Community Services
<b>Papers with report</b>	Appendices A and B

### **HEADLINE INFORMATION**

<b>Purpose of report</b>	To inform the Cabinet Member that a petition signed by 40 residents of Copthall Road West, Ickenham has been received.
<b>Contribution to our plans and strategies</b>	A safe Borough, a clean and attractive Borough.
<b>Financial Cost</b>	There are none at present associated with this report.
<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services
<b>Ward(s) affected</b>	Ickenham

### **RECOMMENDATION(S)**

**That the Cabinet Member:**

- 1. Considers the petitioners' request and discusses with them in detail their concerns regarding the condition of the carriageway surface.**
- 2. Subject to the outcome of (1), instruct officers to place Copthall Road West on to the list roads being considered for treatment in a future resurfacing programme.**

### **Reasons for recommendation**

The existing carriageway surface has deteriorated to the extent that shallow fretting has taken place in isolated areas of the carriageway. This is due to the natural ageing of the surface and the surface dressing that has been applied over the original layer. Past patching has filled some of the worst fretting but only as a temporary measure. The road profile is "bumpy" in places and service trenches have sunk at a number of locations. In some small areas the surface has completely worn away exposing small areas of the original concrete surface. This is not dangerous but does give the road a "patchwork" appearance. Resurfacing would improve the visual appearance of the road and improve the ride surface.

## **Supporting Information**

1. A petition has been received which states that “local residents have been trying for approximately six years to get Copthall Road West resurfaced...The traffic noise is bad over bad resurfacing due to the constant traffic taking our road as a short cut from Breakspear Road South to Swakeleys Road via Derwent Avenue”.
2. Copthall Road West is a residential road approximately 365 metres long. The carriageway is of rigid (concrete) construction, which has been overlaid with bituminous (tarmac) material.
3. Based on the results of the recent United Kingdom Pavement Management System (UKPMS) structural condition surveys carried out on all Borough roads between January and March 2009, Copthall Road West is placed low on the advised priority list for future treatment. However, officers do consider that this road is a medium priority on ‘serviceability’ criteria such as appearance, ride quality, etc. At the time of the assessment, prior to writing this report, there was no fretting in evidence greater than 40mm, the minimum intervention level for immediate repair of dangerous defects.
4. Numerous patching operations have been carried out over the years. Compacting of new repair material is impractical due to the brittleness of the existing surface course, which overlays the original concrete road. Therefore, resurfacing the whole road is an option which would cost £37,200.

## **Alternative options considered**

Officers consider that the carriageway surface is now beyond normal patching repair and that resurfacing is the only option available to restore a smooth surface.

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

None at this stage.

## **Financial Implications**

In certain circumstances, the Council can incur legal liability, as the Highway Authority, for loss or damages to users of the highway as a result of not complying with their duties under the Highways, which could result in costs being incurred by the Council in settling claims if the work is not carried out.

If, in due course, it is decided to resurface the road, a funding source would need to be identified. This work is usually funded from the Highways capital resurfacing programme, which would be subject to normal capital release and Member approval protocols.

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

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

The resurfacing of Copthall Road West will take into consideration the particular needs of local residents, school children and older people and people with disabilities to provide smoother, safer highway surfaces and features.

If the requested resurfacing were to be approved, £37,200 would be required, which could be funded from 2010/11 Capital Localities budget.

## **CORPORATE IMPLICATIONS**

### **Corporate Finance**

N/A.

### **Corporate Procurement**

N/A.

### **Corporate Landlord**

N/A.

### **Legal Implications**

The Council has a statutory duty to maintain the highway under section 41 of the Highways Act 1980 (the duty). Each street must be maintained to the standard necessary to allow its ordinary traffic to pass along it. For example, there is a breach of duty in cases where danger is caused by a failure to repair.

A failure to comply with the duty leading to loss or damage to users of the highway creates a risk of legal liability for the Council.

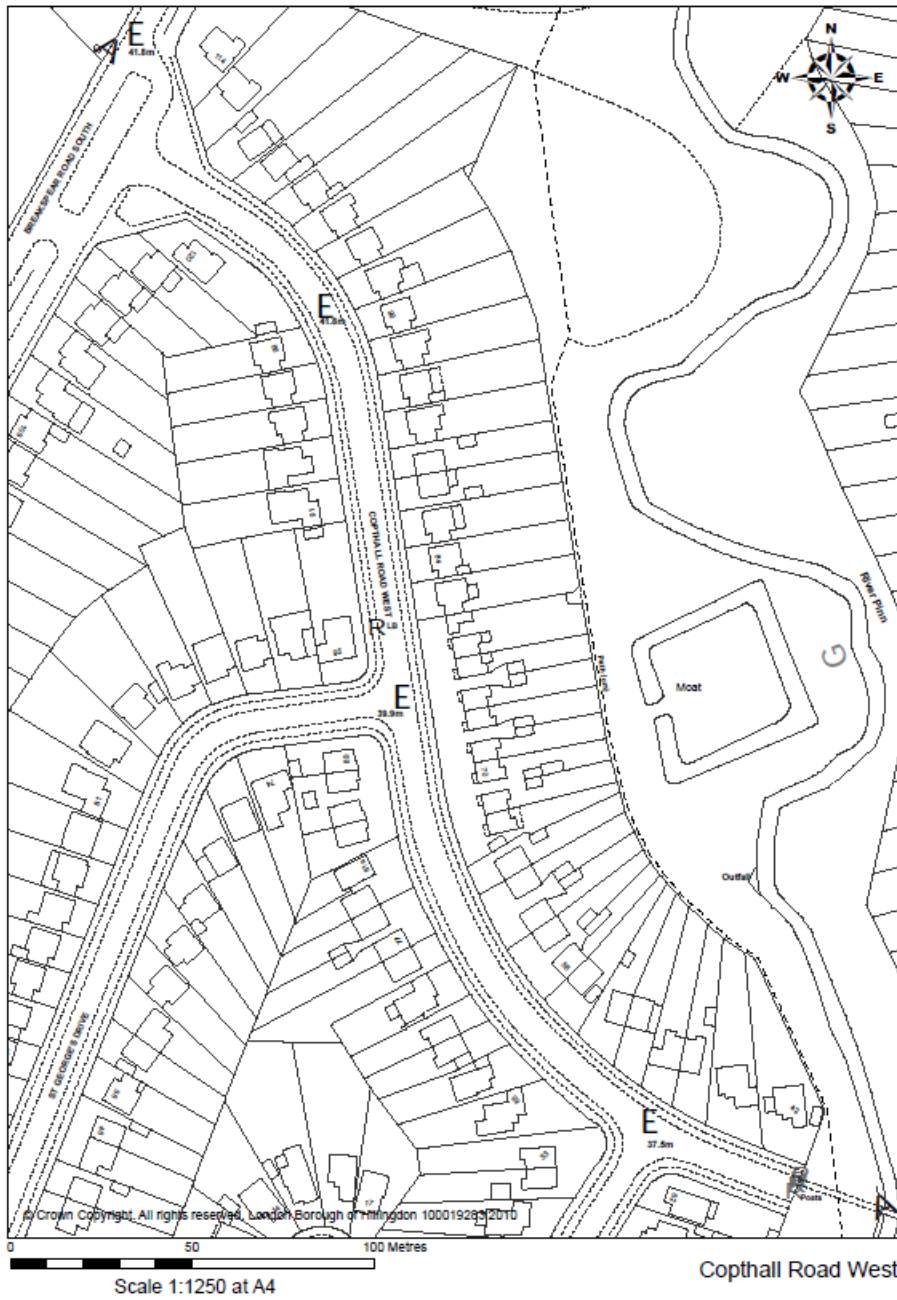
Continued periodic inspection and the making of expeditious repairs are sufficient to keep the highway in accordance with the necessary standard. The officer's report indicates that although the highway is not dangerous, improved ride quality would be facilitated in the longer term by resurfacing rather than a programme of continued patching.

There are competing priorities in any ongoing programme of maintenance. It is a matter for officers to recommend when the planned resurfacing should take place in the programme of highway works having regard to the legal requirement to meet the duty.

## **BACKGROUND PAPERS**

None.

# APPENDIX 'A' – LOCATION PLAN



PART 1 – MEMBERS, PUBLIC AND PRESS



**APPENDIX 'B' – PHOTOGRAPHS OF EXISTING CARRIAGEWAY SURFACE – AUGUST 2010**



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## GREAT CENTRAL AVENUE, SOUTH RUISLIP – CONDITION OF CARRIAGEWAY SURFACE

<b>Cabinet Member</b>	Councillor Keith Burrows
<b>Cabinet Portfolio</b>	Cabinet Member for Planning and Transportation
<b>Officer Contact</b>	Gurmeet Matharu, Planning, Environment and Community Services
<b>Papers with report</b>	Appendices A and B

### HEADLINE INFORMATION

<b>Purpose of report</b>	To inform the Cabinet Member that a petition signed by 27 residents of Great Central Avenue, South Ruislip, has been received.
<b>Contribution to our plans and strategies</b>	A safe Borough, a clean and attractive Borough.
<b>Financial Cost</b>	There are none at present associated with this report.
<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services
<b>Ward(s) affected</b>	South Ruislip

### RECOMMENDATIONS

That the Cabinet Member:

1. **Considers the petitioners' request and discusses with them in detail their concerns regarding the condition of the carriageway surface.**
2. **Subject to the outcome of (1), instruct officers to place Great Central Avenue on to the list roads being considered for treatment in a future resurfacing programme.**

### Reasons for recommendation

The existing carriageway surface has deteriorated to the extent that shallow fretting has taken place in isolated areas of the carriageway. This is due to the natural ageing of the surface and the surface dressing that has been applied over the original layer. Past patching has filled some of the worst fretting but only as a temporary measure. The road profile is "bumpy" in places and service trenches have sunk at a number of locations. In some small areas, the surface has completely worn away exposing small areas of the original concrete surface. This is not dangerous but does give the road a "patchwork" appearance. Resurfacing would improve the visual appearance of the avenue and improve the ride surface.

## **Supporting Information**

1. The petition requests that "Great Central Avenue, which is dilapidated and unsafe wasn't on the Council's list of roads to be resurfaced in last year's 2009 budget. Great Central Avenue has not been resurfaced within the last 20 years and we, the residents, demand it is resurfaced in your April 2010 budget".
2. Great Central Avenue is a residential road approximately 583 metres long. The carriageway is of rigid (concrete) construction, with an overlay of bituminous (tarmac) material.
3. Based on the results of the recent United Kingdom Pavement Management System (UKPMS) structural condition surveys, carried out on all Borough roads between January and March 2009, Great Central Avenue is placed low on the advised priority list for future treatment. However, officers do consider that this road is a medium priority on 'serviceability' criteria such as appearance, ride quality etc. At the time of the assessment, prior to writing this report, there was no fretting in evidence greater than 40mm, the minimum intervention level for immediate repair of dangerous defects.
4. Numerous patching operations have been carried out over the years. Compacting of new repair material is impractical due to the brittleness of the existing surface course, which overlays the original concrete road. Therefore, resurfacing the whole road is an option which would cost £51,500.

## **Alternative options considered**

Officers consider that the carriageway surface is now beyond normal patching repair and that resurfacing is the only option available to restore a smooth surface.

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

None at this stage.

## **Financial Implications**

In certain circumstances, the Council can incur legal liability, as the Highway Authority, for loss or damages to users of the highway as a result of not complying with their duties under the Highways, which could result in costs being incurred by the Council in settling claims if the work is not carried out.

If, in due course, if it is decided to resurface the road, a funding source would need to be identified. This work is usually funded from the Highways capital resurfacing programme, which would be subject to normal capital release and member approval protocols.

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

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

The resurfacing of Great Central Avenue will take into consideration the particular needs of local residents, school children and older people and people with disabilities to provide smoother, safer highway surfaces and features.

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## **CORPORATE IMPLICATIONS**

### **Corporate Finance**

N/A.

### **Corporate Procurement**

N/A.

### **Corporate Landlord**

N/A.

### **Legal Implications**

The Council has a statutory duty to maintain the highway under section 41 of the Highways Act 1980 (the duty). Each street must be maintained to the standard necessary to allow its ordinary traffic to pass along it. For example, there could be a breach of duty in cases where a danger is caused by a failure to repair.

A failure to comply with the duty leading to loss or damage to users of the highway creates a risk of legal liability for the Council.

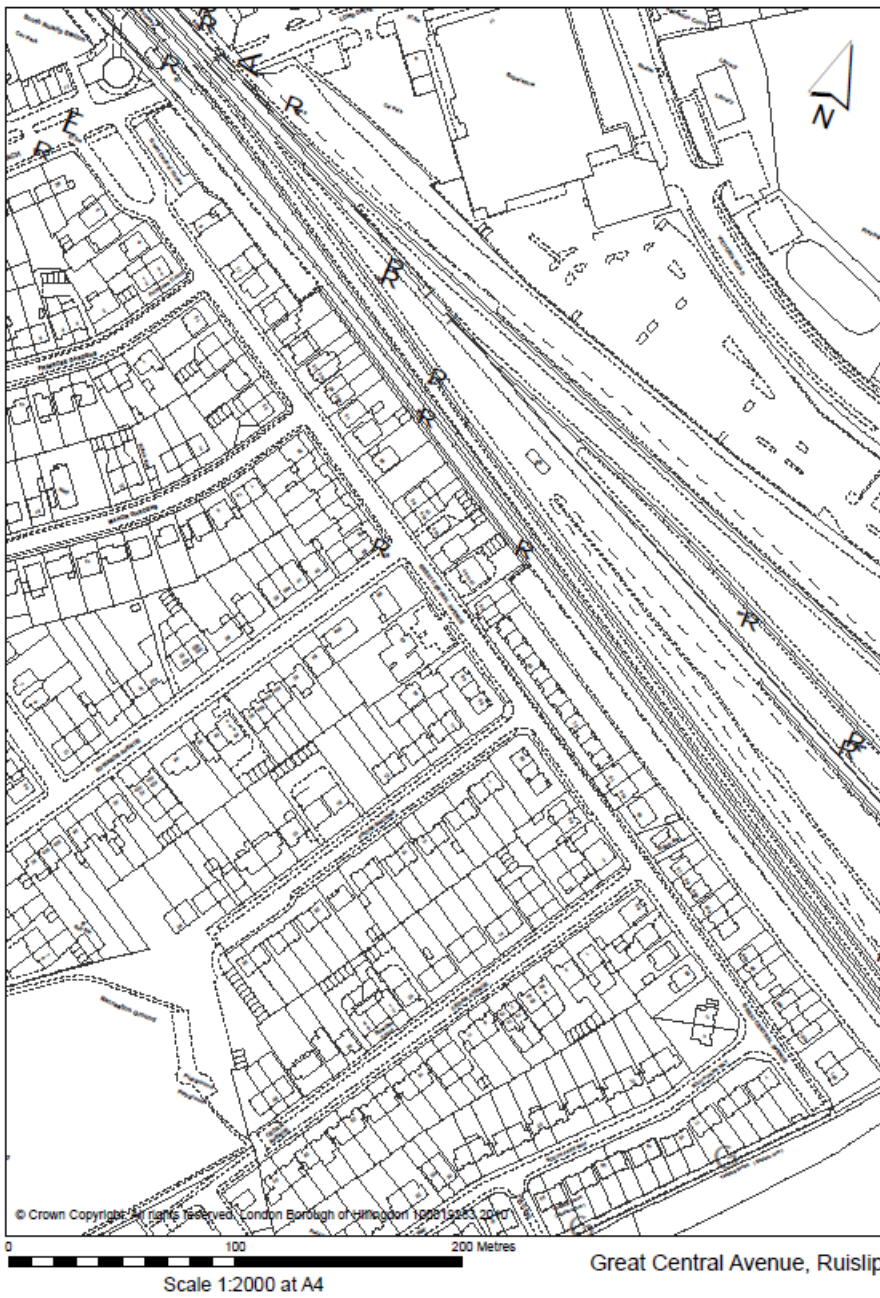
Continued periodic inspection and the making of expeditious repairs are sufficient to keep the highway in accordance with the necessary standard. The officer's report indicates that although the highway is not dangerous, improved ride quality would be facilitated in the longer term by resurfacing rather than a programme of continued patching.

There are competing priorities in any ongoing programme of maintenance. It is a matter for officers to recommend when the planned resurfacing should take place in the programme of highway works having regard to the legal requirement to meet the duty to repair and maintain the highway.

## **BACKGROUND PAPERS**

None.

## APPENDIX 'A' – LOCATION PLAN



**APPENDIX 'B' – PHOTOGRAPHS OF EXISTING CARRIAGEWAY SURFACE – AUGUST 2010**



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## VICTORIA ROAD, SOUTH RUISLIP – PETITION REQUESTING RESIDENTS PARKING SCHEME

<b>Cabinet Member</b>	Councillor Keith Burrows
<b>Cabinet Portfolio</b>	Planning and Transportation
<b>Report Author</b>	Steve Austin, Planning, Environment and Community Services
<b>Papers with report</b>	Appendix A

### HEADLINE INFORMATION

<b>Purpose of report</b>	To inform the Cabinet Member that a petition has been organised by residents living in the service road fronting Nos. 442 –512A Victoria Road, South Ruislip requesting the introduction of controlled parking, which in effect is requesting an extension to the South Ruislip Parking Management Scheme and measures to address speeding traffic.
<b>Contribution to our plans and strategies</b>	The request can be considered as part of the Council's strategy for on-street parking controls and of the Council's annual programme of road safety initiatives.
<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>	South Ruislip

### RECOMMENDATION

That the Cabinet Member:

1. **Considers the petitioners' request and discusses with them their concerns with parking outside their homes.**
2. **Subject to the outcome of 1 above, asks officers to include this part of Victoria Road in the subsequent review of the recent extension to the South Ruislip Parking Scheme.**
3. **Asks officers to include the request and possible options for traffic calming measures in the Road Safety Programme**

## **INFORMATION**

### **Reasons for recommendation**

To allow the Cabinet Member to discuss with petitioners their concerns with parking and, if appropriate, to include this section of Victoria Road within the subsequent review of the most recent extension to the South Ruislip Parking Management Scheme. The success of traffic measures which address speeding and rat-running are largely successful if they are acceptable to local residents. These can be discussed with petitioners for further detailed investigation by officers within the Road Safety Programme.

### **Alternative options considered**

Options may emerge during the Petition Hearing with the Cabinet Member.

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

None at this stage.

### **Supporting Information**

1. A petition with 49 signatures has been received from residents living on the service road fronting Nos. 442 – 512A west side of Victoria Road requesting the introduction of a Parking Management Scheme and measures to reduce speeding traffic. This part of Victoria Road is shown on Appendix A.
2. The petition request for a parking management scheme is assumed to be for an extension to the existing South Ruislip Parking Managing Scheme. This was recently enlarged to nearby roads including, Rydal Way, Angus Drive and Long Drive. It is very likely that this request has arisen from this extension, which may have transferred parking to just outside the new zone boundary.
3. The Cabinet Member will know that the Council's policy is to review all schemes within 6 to 12 months of it coming into operation and this includes consultation with residents outside the scheme to determine if there would support for an extension. At this time, the Council circulates to residents outside the scheme an information leaflet so that they will have a better understanding on how a scheme would affect them.
4. The most recent extension of the South Ruislip Parking Scheme came into operation in September 2009. Consequently, the review will be carried out within 12 months but as resources permit and subject to progress with other schemes on the parking programme, it may be possible to carry this out at an earlier date.
5. It is recommended therefore that the Cabinet Member discusses with petitioners their concerns with parking and, if it is considered appropriate, to include this section of Victoria Road within the forthcoming review and that it can be undertaken at the earliest opportunity.
6. The petitioners also suggest that the service road is used by traffic travelling at excessive speed to "leap-frog" queuing traffic. It would seem that this is due to queuing traffic at the traffic signals at the Victoria Road/Long Drive junction.

7. It is suggested that the Cabinet Member discusses in detail with petitioners their concerns about speeding traffic and asks officers to investigate options as part of the Road Safety Programme.

### **Financial Implications**

There are none associated with the recommendations to this report. The review, when carried out, would require the identification of funding. If subsequently it could be recommended to extend the scheme to include this section of Victoria Road and possibly other roads in the area, further funding for installation would need to be identified. If suitable options can be found to address traffic concerns, any scheme could be funded through an allocation for Road Safety Schemes subject to capital release approval being given.

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

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

To allow the Cabinet Member to understand the petitioners' concern with on-street parking and to consider adding this section of Victoria Road to the subsequent review of the most recent extension to the South Ruislip Parking Scheme. To allow the Cabinet Member to discuss petitioners' road safety concerns and asks officers to investigate options to mitigate them as part of the Road Safety Programme.

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

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

### **CORPORATE IMPLICATIONS**

#### **Corporate Finance**

N/A.

#### **Corporate Procurement**

N/A.

#### **Legal**

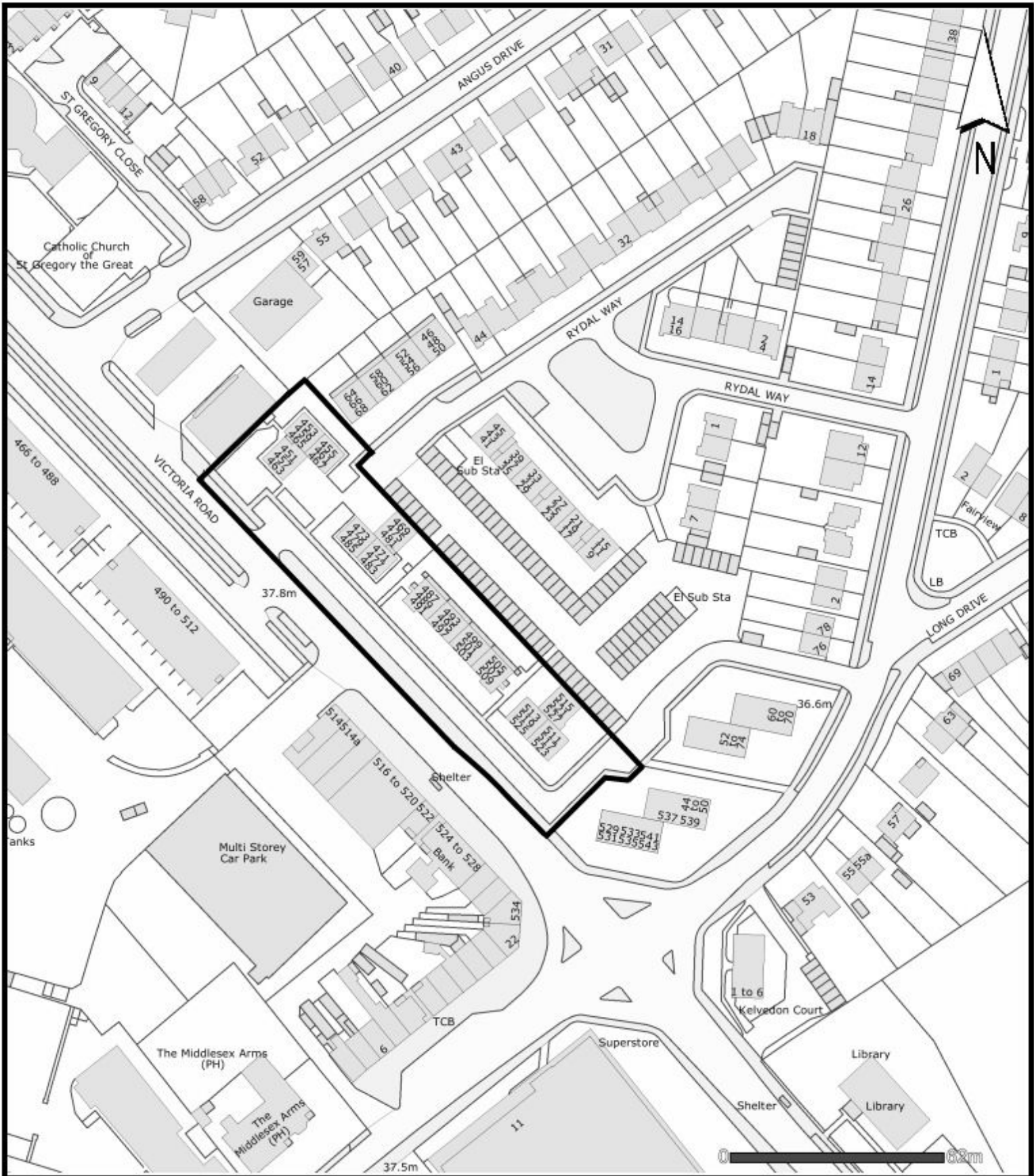
There are no special legal implications for the proposal, which amounts to an informal consultation. A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage. Fairness and natural justice requires that there must be no predetermination of a decision in advance of any wider non-statutory consultation.

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

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

## **BACKGROUND PAPERS**

Petition received 29<sup>th</sup> March 2010



## Nos. 451-527 Victoria Road, South Ruislip

## Appendix A

Date June 2010

Scale 1:1500



Extent of Nos. 451-527  
Victoria Road, South Ruislip

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## ST DAVID CLOSE, UXBRIDGE – PETITION REQUESTING PARKING TO BE ALLOWED ON THE FOOTWAY

<b>Cabinet Member</b>	Councillor Keith Burrows
<b>Cabinet Portfolio</b>	Planning and Transportation
<b>Report Author</b>	Steve Austin, Planning, Environment and Community Services
<b>Papers with report</b>	Appendix A

### HEADLINE INFORMATION

<b>Purpose of report</b>	To inform the Cabinet Member that residents of St David Close have organised a petition requesting cars be allowed to park on the footway.
<b>Contribution to our plans and strategies</b>	The request will be considered in accordance with the Council's strategy for on-street parking facilities and make the borough safer.
<b>Financial Cost</b>	There are none associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services
<b>Ward(s) affected</b>	Brunel

### RECOMMENDATION

That the Cabinet Member:

1. **Considers the request for St David Close to be exempted from the Footway Parking Regulations.**
2. **Approves in principal the installation of a Footway Parking Exemption scheme in St David Close, subject to a detailed design and consultation with residents.**
3. **Asks officers to report back on the results of the consultation.**

### INFORMATION

#### Reasons for recommendation

It would appear footway parking could be allowed in St David Close in accordance with the Council's criteria but, before making a formal decision, the scheme needs to be designed and residents consulted to determine the level of support.

## **Alternative options considered**

None as the petitioners have made a specific request to be allowed to park on the footways of St David Close.

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

None at this stage.

## **Supporting Information**

1. A petition has been received from residents of St David Close, Uxbridge requesting permission to park on the footway. It contains 31 signatures, although only 11 of the 26 households have signed the petition.
2. St David Close is a small cul-de-sac from St Peters Road and is indicated on Appendix A. It has a narrow carriageway approximately 5.5 metres wide with standard footways approximately 2 metres wide.
3. The Council is prepared to consider parking on footways, providing it conforms with approved criteria. This requires a minimum of 1.5 metres remains for the safety and convenience of pedestrians, although in cul-de-sacs this can be reduced to 1 metre on one side only. Parking on the footway should not take place within 15 metres of a junction and the footway construction must be of a flexible nature and not surfaced with paving slabs.
4. It would appear St David Close conforms with the Council's criteria for footway parking and it would be permissible to consider parking for up to a 1 metre from a kerb on one side and half a metre from the other. This may give sufficient flexibility for residents and retain access for emergency and refuse collection vehicles.
5. If the road conforms with the Council's criteria, a scheme can be designed for consultation with residents. Following consideration of the results from this consultation, the Council will then be in a position to consider a formal decision on whether a Footway Parking Exemption scheme can be installed in St David Close.

## **Financial Implications**

There are none associated with the recommendations to this report. A detailed scheme and consultation can be undertaken with in-house resources. If, however, the Council subsequently makes a formal decision to install a footway parking scheme in St David Close, a funding source would need to be identified, and the initial consideration would be any unallocated Parking Revenue Account surplus.

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

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

To allow the residents of St David Close to park partially on the footway.

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



None at this stage but residents will be consulted when a detailed scheme has been designed.

## **CORPORATE IMPLICATIONS**

### **Legal**

The Council's power to make orders permitting and regulating parking on the street (including pavements) are set out in Part 1 of the Road Traffic Regulation Act 1984. The consultation and order making statutory procedures to be followed where orders are required are set out in The Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996 (SI 1996/2489).

Section 122 of the Road Traffic Regulation Act 1984 means that the Council must balance the views of any consultees with the statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic.

Any safety risks identified as part of the design and statutory consultation responses are relevant considerations in deciding whether to make an order. 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 were conscientiously taken into account.

The Cabinet member may, pending the completion of the statutory consultation for the proposed scheme, issue an executive direction not to enforce against parking infringements on St David's Close. However, an executive direction given by the Cabinet Member would not override the statutory powers that the police have in relation to parking on foot paths and therefore it would be advisable for officers to inform the police of the Council's proposal not to enforce parking infringements at St David's Close pending the making of a formal parking order if so decided following consultation.

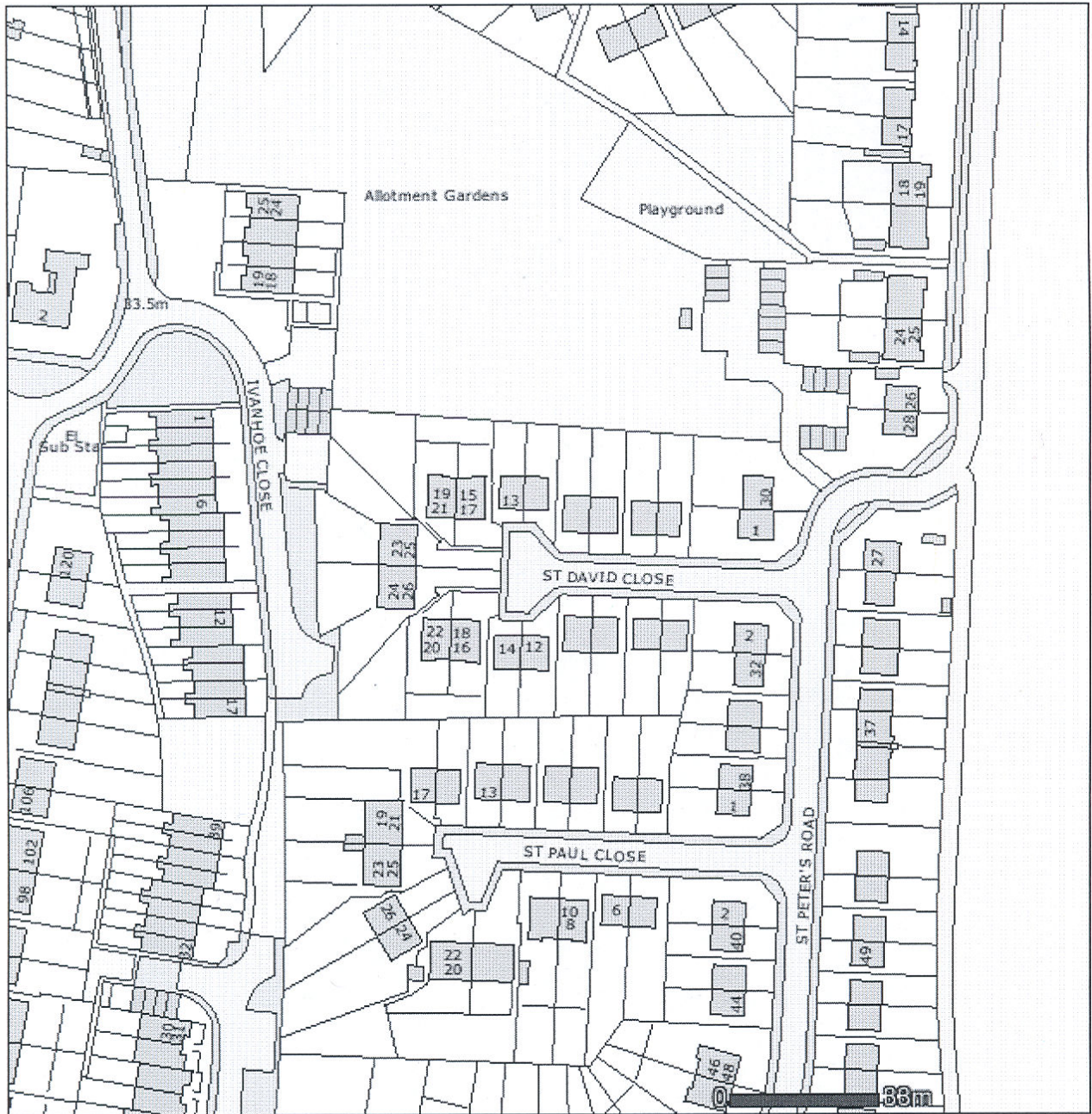
## **BACKGROUND PAPERS**

Petition received 22<sup>nd</sup> February 2010

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St. David Close, Uxbridge

# APPENDIX A



**Legend**

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**Map Information**

Approx. Scale:	1474
Date of Print:	16.3.2010

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## **BLYTH ROAD & CLAYTON ROAD, HAYES – PETITION REQUESTING A “RESIDENTS PARKING ONLY SCHEME”**

**Cabinet Member**

Councillor Keith Burrows

**Cabinet Portfolio**

Planning and Transportation

**Report Author**

Hayley Thomas, Planning, Environment and Community Services

**Papers with report**

Appendix A

### **HEADLINE INFORMATION**

**Purpose of report**

To inform the Cabinet Member that a petition has been received from residents of Clayton Road, Hayes requesting the introduction of a “Residents Parking Only Scheme” in Blyth Road and Clayton Road.

**Contribution to our plans and strategies**

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

**Financial Cost**

There is none associated with the recommendations to this report.

**Relevant Policy Overview Committee**

Residents’ and Environmental Services

**Ward(s) affected**

Botwell

### **RECOMMENDATION**

**That the Cabinet Member:**

- 1. Meets and discusses with the petitioners their concerns with parking in their roads.**
- 2. Subject to the outcome of discussions with petitioners, asks officers to place this request on the Council’s parking programme for subsequent investigation and consultation.**

### **INFORMATION**

#### **Reasons for recommendation**

To give the Cabinet Member the opportunity to discuss in detail the petitioners concerns and, if appropriate, consult residents in the area.

## **Alternative options considered**

The petitioners have made a specific request for a Residents' Permit Parking Scheme. However, the initial consultation with residents will provide options for measures to control parking in their roads which will include a residents parking scheme.

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

None at this stage.

## **Supporting Information**

1. A petition has been received requesting a "residents only parking scheme" for Blyth Road and Clayton Road with 21 signatures under the following heading;

*"We the undersigned residents of Clayton and Blyth Road, Hayes request residents parking scheme to be introduced in the two roads mentioned above. The parking by commuters is totally unacceptable."*

While the petition represents 50% of the households in Clayton Road, it should be noted that there are no signatures from households in Blyth Road. The area is indicated on the plan attached as Appendix A.

2. Clayton Road is situated close to Hayes Railway Station and Hayes Town Centre with a junction to Station Road. Blyth Road is parallel to Clayton Road and has a junction at the south eastern end with Clayton Road which may result in a transfer of parking. Both roads operate a one way system and are in close proximity to the Warnford Industrial Estate.
3. The petitioners indicate that both roads suffer with commuter parking. It is likely the area is attractive for commuters to seek on-street parking because both Clayton Road and Blyth Road are close to Hayes Railway Station. It is also possible that people visiting Hayes Town Centre or employees of the local industrial estate may also find this a convenient place to park.
4. The Cabinet Member will recall a similar request from residents of Albert Road and Keith Road, which is a short distance from Clayton Road and Blyth Road and is likely to benefit from a residents' parking scheme in the future. Therefore it is recommended that the Cabinet Member discusses with the petitioners their concerns with parking, adds the request to the Council's programme and consults with residents of Blyth Road and Clayton Road on possible options to manage the parking as resources permit.

## **Financial Implications**

There are none associated with this report. However, if subsequently the Council were to consider a Resident Parking Scheme for the area, an allocation would be required any available from the Parking Revenue Account surplus.

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

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

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

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

All residents in the area would need to be informally consulted for their views, before progressing to statutory consultation and detailed design.

## **CORPORATE IMPLICATIONS**

### **Corporate Finance**

No comments

### **Corporate Procurement**

No comments

### **Legal**

A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the issues and potential solutions are still at a formative stage. Fairness and natural justice requires that there must be no predetermination of a decision in advance of any wider non-statutory consultation.

In light of the fact that no residents of Blyth Road were signatory to the petition, it should be ensured that residents of both roads are engaged in the discussions in order to establish the level of support for the proposal and any other options that may become apparent during the meetings. There are no special legal implications for the proposal, which amounts to an 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.

It should be ensured that full consideration of all representations arising including those which do not accord with the preferred recommendation. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

## **BACKGROUND PAPERS**

Petition dated 31<sup>st</sup> March 2010.

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KEY



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**HILLINGDON**  
LONDON

IMPROVEMENT PROJECTS  
 ENVIRONMENT AND CONSUMER PROTECTION GROUP  
 CIVIC CENTRE 4W/05, HIGH STREET, URBURG, LB8 1JW  
 Tel No. 01895 277008/01895 250679

**Project**  
 Blyth Road &  
 Clayton Road,  
 Hayes

Description	
Scale	Drawn (Initials/Date) Checked (Initials/Date)
Project No.	Drawing No. Rev.

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