



HILLINGDON  
LONDON



# Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

**Cabinet Member hearing the petitions:**  
Keith Burrows, Cabinet Member for  
Planning, Transportation and Recycling

## 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.

**Date:** WEDNESDAY, 23  
FEBRUARY 2011

**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

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**Published:** Tuesday, 15 February 2011

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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>	7.00pm	Falling Lane, Yiewsley - Petition Requesting Traffic Calming Measures	Yiewsley;	1 - 6
<b>4</b>	7.00pm	Yeading Lane / Willow Tree Lane Service Road, Hayes - Request for Parking / Loading Restrictions	Yeading;	7 - 12
<b>5</b>	7.30pm	King Edwards Road, Ruislip - Petition Objecting to the Experimental Traffic Order	West Ruislip;	13 - 22
<b>6</b>	8.00pm	Eleanor Grove, Rectory Way and adjacent roads - Petition Requesting a Parking Management Scheme	Ickenham;	23 - 28
<b>7</b>	8.30pm	Robinwood Grove, Hillingdon - Petition Requesting a Residents' Parking Scheme	Brunel;	29 - 34

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## FALLING LANE, YIEWSLEY – PETITION REQUESTING TRAFFIC CALMING MEASURES

**Cabinet Member**

Cllr Keith Burrows

**Cabinet Portfolio**

Planning, Transportation & Recycling

**Report Author**

Hayley Thomas, Planning, Environment & Consumer Protection

**Papers with report**

Appendix A

### HEADLINE INFORMATION

**Purpose of report**

To inform the Cabinet Member that a petition has been submitted from residents requesting traffic calming measures be introduced in Falling Lane, Yiewsley.

**Contribution to our plans and strategies**

The request can be considered as part of the Council's strategy for road safety.

**Financial Cost**

There is none associated with the recommendations to this report.

**Relevant Policy Overview Committee**

Residents' and Environmental Services

**Ward(s) affected**

Yiewsley

### RECOMMENDATION

That the Cabinet Member

1. Meets and discusses with the petitioners their concerns in detail and explores potential options to address the issues that would be acceptable to local residents and businesses.
2. Subject to the above, asks officers to conduct further investigations into possible traffic calming measures under the Road Safety Programme.
3. Asks officers to undertake traffic surveys to establish the volumes and speeds of traffic in Falling Lane.
4. Asks officers to explore options to deploy the Council's vehicle activated slow down signs in Falling Lane.
5. Asks officers to liaise with the local Safer Neighbourhoods Team.

PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with petitioners – 23 February 2011

## **INFORMATION**

### **Reasons for recommendation**

The success of traffic calming measures are largely successful if they are acceptable to local residents and businesses. These can be identified with petitioners for further detailed investigation by officers within the Road Safety Programme.

### **Alternative options considered**

These will be discussed with petitioners.

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

None at this stage

### **Supporting Information**

1. The Council has received a petition containing 97 signatures from residents requesting traffic calming measures in Falling Lane, Yiewsley under the following heading;

*“We the undersigned request the relevant cabinet member of Hillingdon Council to introduce Traffic Calming Measures in Falling Lane Yiewsley.”*

Although only 24 of the signatures received are from residents of Falling Lane, which represents 25% of the total signatures, the remaining signatures were collected from residents who live in various other roads within close proximity of Falling Lane.

2. The location of Falling Lane is indicated on Appendix A and is one of Hillingdon’s main distributor roads that links High Street Yiewsley in the west to Stockley Road in the east. The road incorporates both businesses and residential properties and also provides access to several other residential roads. Chantry School, Rabbsfarm Primary School and Stockley Academy are also in close proximity.

3. Falling Lane carries a high number of Heavy Goods Vehicles and traffic which travels to and from Uxbridge and the M4 via the A408 Stockley Bypass. The nature of the road and the traffic that it carries makes it unsuitable for some of the conventional forms of traffic calming generally identified for residential roads.

4. A total of 11 Police recorded accidents have occurred on Falling Lane between its junctions with High Street Yiewsley and Stockley Road in the three years to July 2010. Four accidents occurred at its junction with High Street Yiewsley and two at its junction with Gordon Road. Accidents have also been reported close to the junctions of Royal Lane, Milburn Drive, Chestnut Avenue and Kingston Avenue and were all described as shunt type accidents. One serious accident occurred close to the junction of Apple Tree Avenue and involved a vehicle swerving into the opposite carriageway and colliding with an oncoming vehicle.

5. The Council has not previously received any requests from residents for traffic calming measures in Falling Lane and the petitioners have not indicated their specific concerns or

PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with petitioners – 23 February 2011

suggested any measures which they would like to see implemented. It is therefore suggested that the Cabinet Member discusses with the petitioners their specific concerns with regard to road safety and determines with them acceptable options that officers could investigate in detail as part of the Road Safety Programme. Whatever measures can be developed would require the support of local residents and businesses who would be most affected.

6. Subject to the evidence heard at petition hearing meeting, the Cabinet Member may wish to have an independent 24 hour full week speed and volume survey in Falling Lane as part of the Road Safety Programme.

7. The Council receives a considerable amount of positive feedback from residents where Vehicle Activated Signs (VAS) have been installed. These signs are most effective when in place for a short period of time. Therefore the Council has developed a programme whereby the signs are installed at key sites, left in place for three months and then moved to another site. The Cabinet Member may like to consider adding Falling Lane to future phases of the VAS Programme.

8. The Cabinet Member will also be aware that officers are in regular communication with counterparts within the Police 'Safer Neighbourhoods Team' (SNT) who are able to investigate issues of community concern and share their findings with the Council. This will be shared with the Yiewsley SNT and their input further sought in the development of any measure.

### **Financial Implications**

There are none associated with recommendations in this report. However, if the Cabinet Member approves the inclusion of the request in the Council's Road Safety Programme a subsequent bid would be required. At this stage the estimated cost for these measures is unknown and will only be determined following investigation and consultation with residents and local businesses.

### **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 possible options to address their concerns.

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

Consultation with local residents and businesses would be carried out if suitable traffic measures could be identified to address the petitioners concerns

### **CORPORATE IMPLICATIONS**

#### **Corporate Finance**

No comments

#### **Corporate Procurement**

### **PART 1 – MEMBERS, PUBLIC AND PRESS**

Cabinet Member meeting with petitioners – 23 February 2011

No comments

## **Legal**

The proposals for traffic calming measures 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 arising at this stage as the measures are at the investigative stage. However the decision maker 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 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 Landlord**

The report has no property implications and the Corporate Landlord has no comments.

## **Relevant Service Groups**

No comments

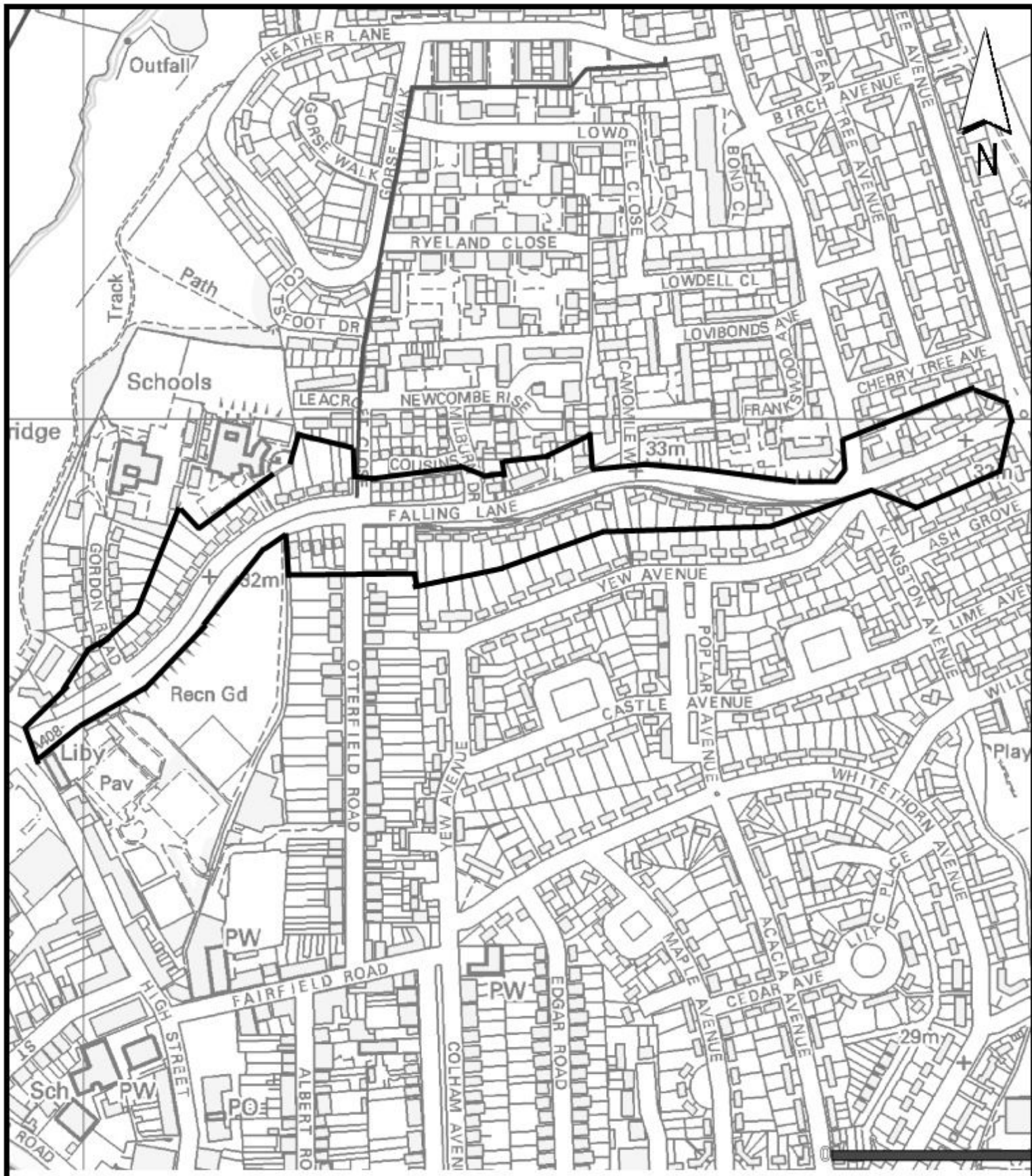
## **BACKGROUND PAPERS**

Petition dated 22<sup>nd</sup> July 2010

## **PART 1 – MEMBERS, PUBLIC AND PRESS**

Cabinet Member meeting with petitioners – 23 February 2011





## Falling Lane, Yiewsley

## Appendix A

Date: November 2010

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<b>YEADING LANE/WILLOW TREE LANE SERVICE ROAD, HAYES – REQUEST FOR PARKING/LOADING RESTRICTONS</b>	
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<b>Cabinet Member</b>	Cllr Keith Burrows
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<b>Cabinet Portfolio</b>	Planning, Transportation & Recycling
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<b>Report Author</b>	Hayley Thomas, Planning, Environment & Community Services
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<b>Papers with report</b>	Appendix A
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## HEADLINE INFORMATION

<b>Purpose of report</b>	To inform the Cabinet Member that a petition has been submitted by the Yeading Safer Neighbourhood Team, residents and businesses requesting parking/loading restrictions in the service road fronting Nos. 234 – 264 Yeading Lane.
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<b>Contribution to our plans and strategies</b>	The request can be considered as part of the Council's strategy for on-street parking.
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<b>Financial Cost</b>	There is 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>	Yeading
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## RECOMMENDATION

**That the Cabinet Member for Planning, Transportation & Recycling:**

- 1. Meets and discusses with the petitioners their concerns with parking in the service road fronting Nos. 234 – 264 Yeading Lane.**
- 2. Subject to No.1 above asks officers to add the request to the Council's overall parking programme for subsequent investigation and consultation.**

## INFORMATION

### Reasons for recommendation

To give the Cabinet Member an opportunity to discuss the petitioners' concerns and if appropriate asks officers to consult businesses and residents in the area.

PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with petitioners – 23 February 2011

## **Alternative options considered**

None at this stage

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

None at this stage

## **Supporting Information**

1. A petition with 41 signatures has been received from residents and businesses requesting parking/loading restrictions in the service road fronting Nos. 234 – 264 Yeading Lane. The location is indicated on the plan attached as Appendix A. 76% of the signatures received were from residents in nearby roads and the remaining 24% were from businesses on the parade. The petition also included a letter from the Metropolitan Police Service supporting the introduction of parking restrictions in the service road to improve access for emergency vehicles.
2. The service road is located on the southeast side of Yeading Lane at the junction with Willow Tree Lane. There are approximately 26 businesses and 23 residential properties. It is also located close to Barnhill Community High School and Brookside Primary School. There is currently a footway parking exemption in the service road and at present vehicles park on both sides, with parking taking place on the footway adjacent to businesses.
3. The petitioners indicate that the current parking arrangement prevents access for emergency vehicles and restricts movement for pedestrians using the footway. They also highlight the damage that has been caused to the footway and the risk of injury it poses for pedestrians. The petitioners indicate that a 'Stop & Shop' parking scheme, which would allow 30 minutes free parking for customers, would be a suitable arrangement for the service road. As the Cabinet Member will be aware numerous requests are received from across the borough for this type of scheme which reflects the clear benefits that both shopkeepers and customers derive from this form of controlled parking.
4. Following receipt of the petition, a meeting was organised between Council officers and a local Ward Councillor to discuss the issues raised in the service road and possible options. It was suggested that an echelon parking layout was introduced to increase the number of on-street parking places. Unfortunately due to the layout of the service road the Councillor was informed that it would not be viable to implement this method of parking.
5. The Cabinet Member will recall hearing a previous petition in March 2010 which was submitted by local businesses in direct response to a previous consultation on proposals to address parking issues. Businesses and residents were informally consulted on proposals to remove the existing footway parking exemption and to implement "at any time" restrictions on one side of the service road. The Cabinet Member asked officers to investigate alternative options that would address the shopkeepers' concerns.

## **PART 1 – MEMBERS, PUBLIC AND PRESS**

Cabinet Member meeting with petitioners – 23 February 2011

6. In light of the range of views that the Council has already heard regarding the issues in Yeading Lane, it is suggested that the Cabinet Member meets petitioners and discusses with them their concerns and if possible determine acceptable options.

7. The Cabinet Member will be aware of the numerous requests received for these schemes and it is recommended that this request be included on the parking programme so that detailed investigation can be carried out and shopkeepers and residents consulted as resources permit.

### **Financial Implications**

There are none associated with recommendations in this report. However, if the Cabinet Member approves the inclusion of the request in the Council's parking programme a subsequent bid would be required.

### **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**

When the Council is in the position to consider the introduction of parking restrictions in the area all residents and businesses affected will be consulted to determine the level of support.

### **CORPORATE IMPLICATIONS**

#### **Corporate Finance**

N/A

#### **Corporate Procurement**

None at this stage

#### **Legal**

The Council's power to make orders imposing waiting restrictions are set out in Part 1 of the Road Traffic Regulation Act 1984. The consultation and order making statutory procedures to be followed in this case are set out in The Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996 (SI 1996/2489). The consultation and order making statutory procedures to be followed in this case are set out in The Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996 (SI 1996/2489). 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.

## **PART 1 – MEMBERS, PUBLIC AND PRESS**

Cabinet Member meeting with petitioners – 23 February 2011

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

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.

### **Corporate Landlord**

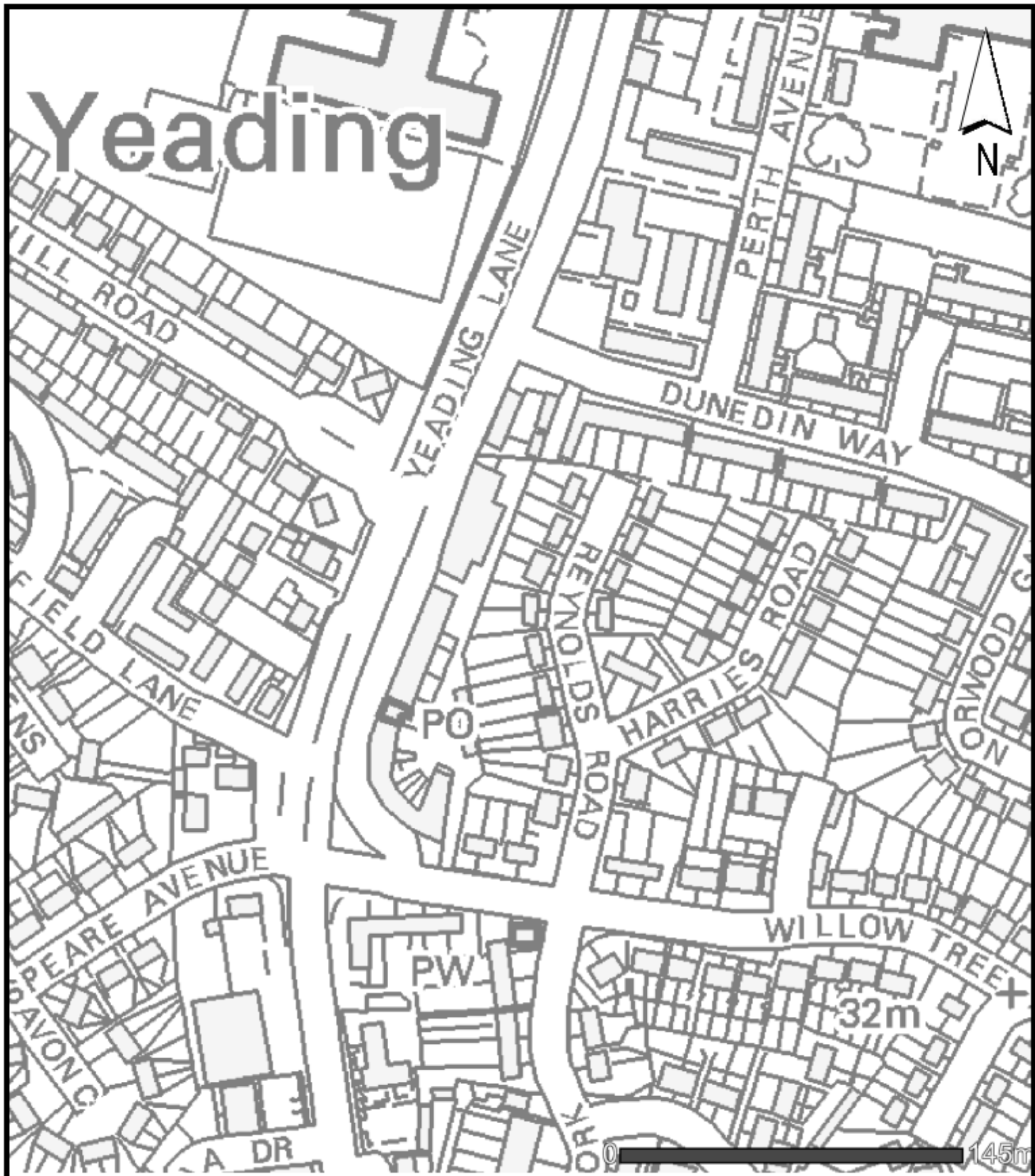
The report has no property implications and the Corporate Landlord has no comments.

### **Relevant Service Groups**

None at this stage

### **BACKGROUND PAPERS**

Petition dated 27<sup>th</sup> July 2010



Yeadon Lane/Willow Tree Lane service road, Hayes

Appendix A

Date: Sept 2010

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## KING EDWARDS ROAD, RUISLIP - PETITION OBJECTING TO THE EXPERIMENTAL TRAFFIC ORDER

**Cabinet Member**

Councillor Keith Burrows

**Cabinet Portfolio**

Planning, Transportation and Recycling

**Officer Contact**

Catherine Freeman

**Papers with report**

Appendices A & B

### HEADLINE INFORMATION

**Purpose of report**

To inform the Cabinet Member that a petition of 49 signatures has been received from patients of King Edwards Medical Centre objecting to the waiting restrictions introduced on a section of King Edwards Road under an Experimental Traffic Order. These waiting restrictions have been in operation for over 6 months and the Council can now decide if they should be made permanent.

**Contribution to our plans and strategies**

The request for modifications to the Experimental Traffic Order can be considered as part of the Council's strategy for on-street parking and road safety

**Financial Cost**

If the Cabinet Member decides to make the waiting restrictions permanent, there would be a cost of approximately £500 to issue the relevant Public Notices. If the Cabinet Member decides to reduce the hours of operation of the single yellow line waiting restrictions, the estimated cost to change the restrictions is £400.

**Relevant Policy Overview Committee**

Residents' & Environmental Services

**Ward(s) affected**

West Ruislip Ward

### RECOMMENDATION

**That the Cabinet Member for Planning, Transportation & Recycling:**

- 1. Meets with the petitioners to discuss in greater detail their concerns regarding the waiting restrictions introduced on a section of King Edwards Road under an Experimental Traffic Order**

PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with petitioners – 23 February 2011

- 2. Subject to (1) decides whether the waiting restrictions introduced on a section of King Edwards Road and Church Road under an Experimental Traffic Order are made permanent or asks officers to investigate options to modify these restrictions**

## **INFORMATION**

### **Reasons for recommendation**

To investigate the petitioners' concerns in further detail.

### **Alternative options considered / risk management**

These can be discussed in greater detail with petitioners

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

None at this stage

### **Supporting Information**

1. King Edwards Road is predominately a residential road with some off-street parking. King Edwards Medical Centre and a small number of businesses are located on the north side of the road. The section of King Edwards Road between Sharps Lane and Church Avenue is privately owned and a location plan is shown in Appendix A.
2. In May 2009 the Council received a letter from a resident requesting waiting restrictions on the non-private section of King Edwards Road. The reason for this request is because vehicles parked on both sides of the road restricts the free flow of traffic and causes visibility difficulties for vehicles exiting their driveways. The resident canvassed their neighbours and received support for waiting restrictions from ten properties on the north side of King Edwards Road and one property on the south side of this road. The majority of these residents indicated their support for a single yellow line, extending the full length of King Edwards Road, with no parking within the working day.
3. Between 27 August 2010 and 25 September 2010, the Council carried out an informal consultation with properties on the non-private section of King Edwards Road regarding options for 'Monday – Saturday, 8am – 6:30pm' waiting restrictions in this road. The options included waiting restrictions on the north side only, both sides of the road or no change to the existing parking arrangement. The Council received 20 responses out of the 29 properties consulted and no response was received from King Edwards Medical Centre. Analysis of the informal consultation results indicated a slightly higher support for 'Monday – Saturday, 8am – 6:30pm' waiting restrictions on both sides of King Edwards Road and 'At any time' waiting restrictions on the junction with Church Avenue.
4. The results of the informal consultation were reported to local Ward Councillors who were also asked for their views on the request for waiting restrictions in King Edwards Road. One Councillor suggested the introduction of waiting restrictions under an Experimental Order to assess their impact.

## **PART 1 – MEMBERS, PUBLIC AND PRESS**

Cabinet Member meeting with petitioners – 23 February 2011

5. As the informal consultation results only indicated a slightly higher support for 'Monday – Saturday, 8am – 6:30pm' waiting restrictions on both sides of King Edwards Road, officers recommended the introduction of waiting restrictions under an Experimental Order on the north side of King Edwards Road initially to allow some on-street parking. 'At any time' waiting restrictions were also recommended on the junction of King Edwards Road and Church Avenue as shown in Appendix B. The proposal was discussed further with the Cabinet Member for Planning, Transportation and Recycling, who asked officers to introduce the proposed waiting restrictions under an Experimental Order.

6. In February 2010, a letter was delivered to the properties of King Edwards Road between Church Avenue and High Street, informing residents of the consultation results and proposal to introduce a section of waiting restrictions under an Experimental Order. The Council received two letters in support of the proposal. One resident suggested that the waiting restrictions should not apply on a Saturday as this will impact on parking for the local shops.

7. The operative date for this scheme came into force on 4<sup>th</sup> March 2010, which allowed the initial 6 months to 4<sup>th</sup> September 2010 for the public to object or make representations. In August 2010 a petition of 49 signatures from King Edwards Medical Centre in King Edwards Road was presented to the Council with the following heading:

*“In view of the parking changes planned for King Edwards Road we ask that the London Borough of Hillingdon provide 2 parking spaces for Doctors and 2 parking spaces for disabled patients for King Edwards Medical Centre, 19 King Edwards Road, Ruislip”*

8. The petition was signed by patients of King Edwards Medical Centre who are residents of Ruislip, Ickenham, Northwood and Eastcote, but none of which are residents of King Edwards Road. The petition also includes a covering letter which states that the experimental traffic order has reduced parking for patients and doctors, making it difficult to have adequate access to the surgery. There are concerns that many patients visiting the surgery are elderly and have limited mobility but may not qualify for a disabled badge. The covering letter also states that if restrictions are considered necessary on the north side of King Edwards Road, could these be limited to prevent all day parking but enable patients to have access to the surgery for the limited period of their medical consultation.

9. During the statutory consultation period, the Council received two further letters objecting to the experimental waiting restrictions in King Edwards Road. One of these objections is from a business located in King Edwards Road who stated that the businesses in this road are long established and parking for staff and clients is much needed. The objector is concerned that there are no viable parking alternatives within a reasonable distance and parking for the station is being arranged earlier by people taking advantage of the reduced number of available spaces in King Edwards Road. The second objector works in Ruislip and is concerned about available parking not only for people who work in the local area but also for people who visit the Medical Centre located in King Edwards Road.

10. In January 2011, the Council received a phone call from a resident on the northern side of King Edwards Road, confirming their support for the waiting restrictions introduced under an Experimental Order on a section of this road.

## PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with petitioners – 23 February 2011

11. It is suggested that the Cabinet Member discusses in detail with petitioners their concerns with parking issues in King Edwards Road and endeavour to determine options that officers could investigate in detail as part of the Road Safety Programme as resources permit.

### **Financial Implications**

If the Cabinet Member decides to make the waiting restrictions permanent, there would be a cost of approximately £500 to issue the relevant Public Notices. If the Cabinet Member decides to reduce the hours of operation of the single yellow line waiting restrictions, the estimated cost to change the restrictions is £400. This can be funded from an existing allocation from the Parking Revenue Account.

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

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

It will allow further consideration of the petitioners' concerns.

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

Public Notice of the waiting restrictions introduced on King Edwards Road under an Experimental Order has been given in the local newspaper and Notices displayed on the streets affected.

### **CORPORATE IMPLICATIONS**

#### **Legal**

The Road Traffic Regulation Act 1984 enables the Council to make an experimental traffic regulation order containing any of the provisions which may be included in a traffic regulation order. An experimental order may not last for a period exceeding 18 months.

Prior to making an experimental traffic order the Council must carry out consultation and give notice in a local newspaper that an order is to be made. The order will not come into effect until 7 days after it has been advertised. During the time period proposed for the order, the Council will carry out consultation and will evaluate the effectiveness of the order.

Once the experimental order is in force, persons concerned about the impact of the order will have the opportunity, to make representations about why the order should not become a permanent order.

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

The objections identified in this report by the petitioners may be relevant consideration in deciding whether to make this form of order permanent. In considering the consultation responses, decision makers must ensure there is a full consideration of all representations

#### **PART 1 – MEMBERS, PUBLIC AND PRESS**

Cabinet Member meeting with petitioners – 23 February 2011

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.

### **Corporate Landlord**

The report has no significant property implications and the Corporate Landlord has no comments.

### **BACKGROUND PAPERS**

Petition objecting to the Experimental Traffic Order, dated 30<sup>th</sup> July 2010

## **PART 1 – MEMBERS, PUBLIC AND PRESS**

Cabinet Member meeting with petitioners – 23 February 2011

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Notes:

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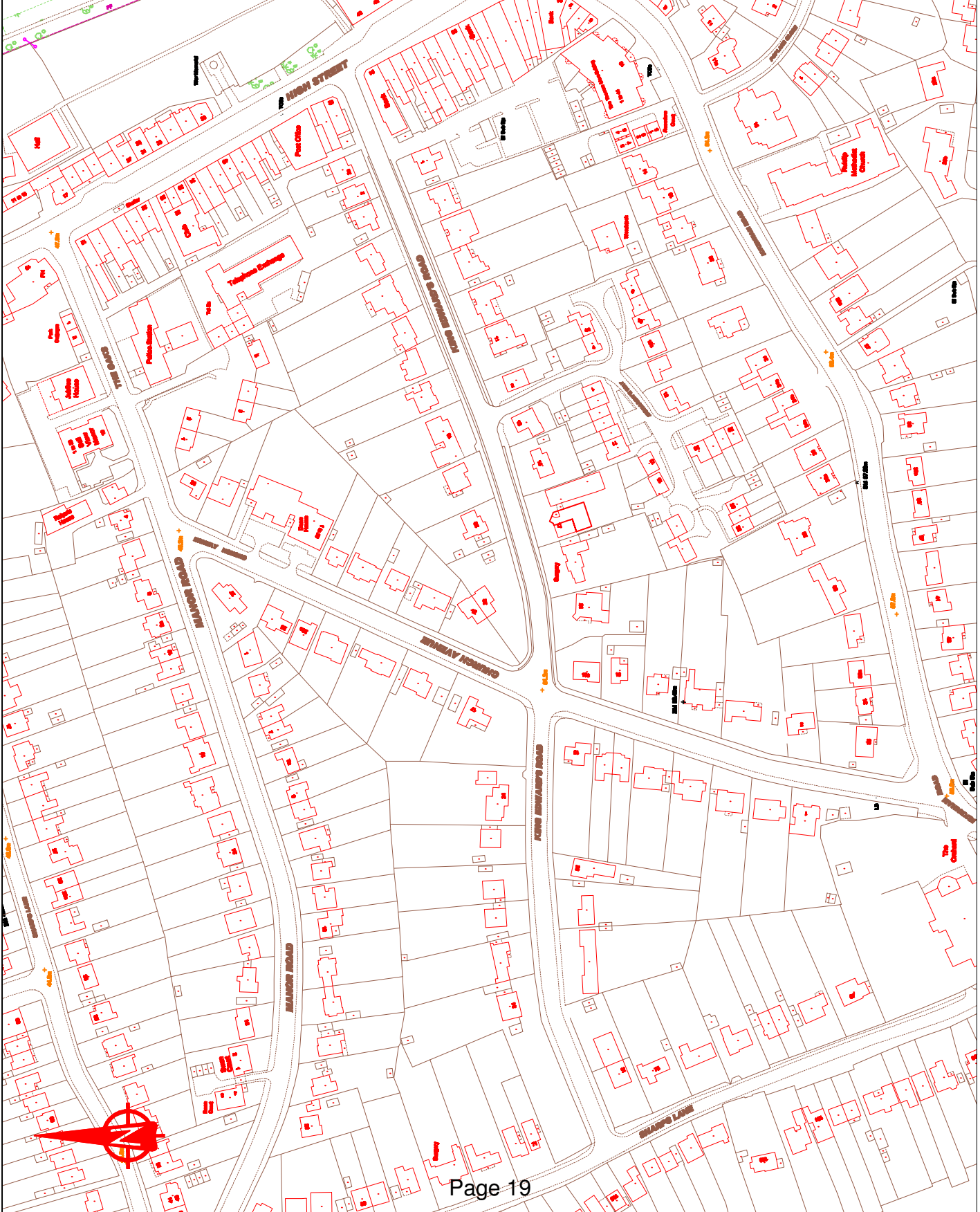
Project

**King Edwards Road, Ruislip**

Description

**Location plan**

Scale	Drawn	Checked
NTS	CF	12/10
Project No.	Drawing No.	Rev.



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<b>ELEANOR GROVE, RECTORY WAY AND ADJACENT ROADS – PETITION REQUESTING A PARKING MANAGEMENT SCHEME</b>	
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<b>Cabinet Member</b>	Councillor Keith Burrows
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<b>Cabinet Portfolio</b>	Cabinet Member for Planning, Transportation and Recycling
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<b>Officer Contact</b>	Kevin Urquhart
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<b>Papers with report</b>	Appendix A
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## HEADLINE INFORMATION

<b>Purpose of report</b>	To inform the Cabinet Member that the Council has received a petition requesting a residents parking scheme in Eleanor Grove, Rectory Way and adjacent roads.
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<b>Contribution to our plans and strategies</b>	The request can be considered in relation to the Council's strategy for on-street parking controls.
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<b>Financial Cost</b>	There are no financial implications associated with the recommendation 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>	Ickenham
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## RECOMMENDATION

**That the Cabinet Member for Planning, Transportation & Recycling;**

- 1. Discusses with petitioners and listens to their request for a residents' parking scheme.**
- 2. Adds the request for a residents' permit parking scheme in Eleanor Grove, Rectory Way and adjacent roads to the Council's Parking Programme.**
- 3. Asks officers to liaise with local Ward Councillors to agree a viable consultation area for a possible area wide Parking Management Scheme.**

## INFORMATION

**Reasons for recommendation**

PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with petitioners – 23 February 2011

Residents have made a request for a residents' parking scheme in Eleanor Grove, Rectory Way and other roads in the surrounding area and inclusion on the parking programme will allow subsequent consultation with all residents within the area.

### **Alternative options considered**

None as the Council will be guided by the views of the residents resulting from subsequent consultation.

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

None at this stage.

### **Supporting Information**

1. A petition with 115 signatures from residents of the Borough has been submitted to the council under the following heading:

*"As the new "Stop & Shop" Parking Scheme in Ickenham is approaching its commissioning date, the undersigned residents of Eleanor Grove, Rectory Way and adjacent roads, seek to apply for "Residents' Parking". After the start date of the Parking Scheme, the volume of displaced cars into these roads will increase. The roads are already used for long-term parking by commuters to London by train, and by people working in the shops and businesses. The reduced parking times in this area will result in motorists using the above roads for all-day parking, causing not only disruption to the residents but a hazard to emergency services in these narrow roads."*

2. Eleanor Grove and Rectory Way are situated to the north of Swakeleys Road close to Ickenham Village shopping parade. Attached as Appendix A is a location plan which also indicates the extent of the Ickenham Village 'Stop & Shop' Parking Scheme, which was implemented around the time this petition was submitted. As these roads and other roads in the vicinity have no parking restrictions they form an attractive parking area for those working in the nearby shops. These roads are a short distance from Ickenham Underground Station so they also form an attractive area for commuters to park.

3. As well as signatures from the residents of Eleanor Grove and Rectory Way many residents from adjoining roads have signed the petition including Ashbury Drive, Broadacre Close, Charlton Close, The Mallows and Boniface Road. This appears to indicate that there is support for an area wide scheme in the section to the north of Swakeleys Road and the roads in this area could form a viable area for a permit scheme.

4. Since the installation of the Ickenham Village 'Stop & Shop' Parking Scheme the Council has received a number of requests for parking restrictions in other roads close to the scheme. It is suggested that if the Cabinet Member approves that a parking scheme in the above roads be progressed, a viable consultation area should be established in liaison with local Ward Councillors, as whatever measures are introduced in this area could have the affect of transferring commuter parking into other nearby roads and cause issues for residents who currently do not experience such competition with "All day" non-residential parking.

## **PART 1 – MEMBERS, PUBLIC AND PRESS**

Cabinet Member meeting with petitioners – 23 February 2011

5. As the Cabinet Member is aware a programme of parking schemes is being developed for the next few years in order to be able to take account of all requests throughout the Borough. It is suggested a scheme for this area is added to the programme and the Council determine the suitable priority.

### **Financial Implications**

There are none associated with the recommendations to this report. However, if suitable options are identified to address the residents concerns, it would need to be investigated in detail and funding would require a bid to be made 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 discuss in detail with petitioners their concerns and it will allow a possible scheme for the area to be considered within the Council's overall programme for parking schemes.

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

If the Cabinet Member approves for this request to be added to the Council's Parking Programme residents would need to be informally consulted to establish the overall level of support for a scheme.

### **CORPORATE IMPLICATIONS**

#### **Corporate Finance**

No comments.

#### **Corporate Landlord**

The report has no property implications and the Corporate Landlord has no comments.

#### **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 particular the Council's power to make orders creating residents permit parking arrangements are set out in Part IV, Section 45 of the Road Traffic Regulation Act 1984. The consultation and order making statutory procedures to be followed in this case are set out in The Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996 (SI 1996/2489).

#### **PART 1 – MEMBERS, PUBLIC AND PRESS**

Cabinet Member meeting with petitioners – 23 February 2011

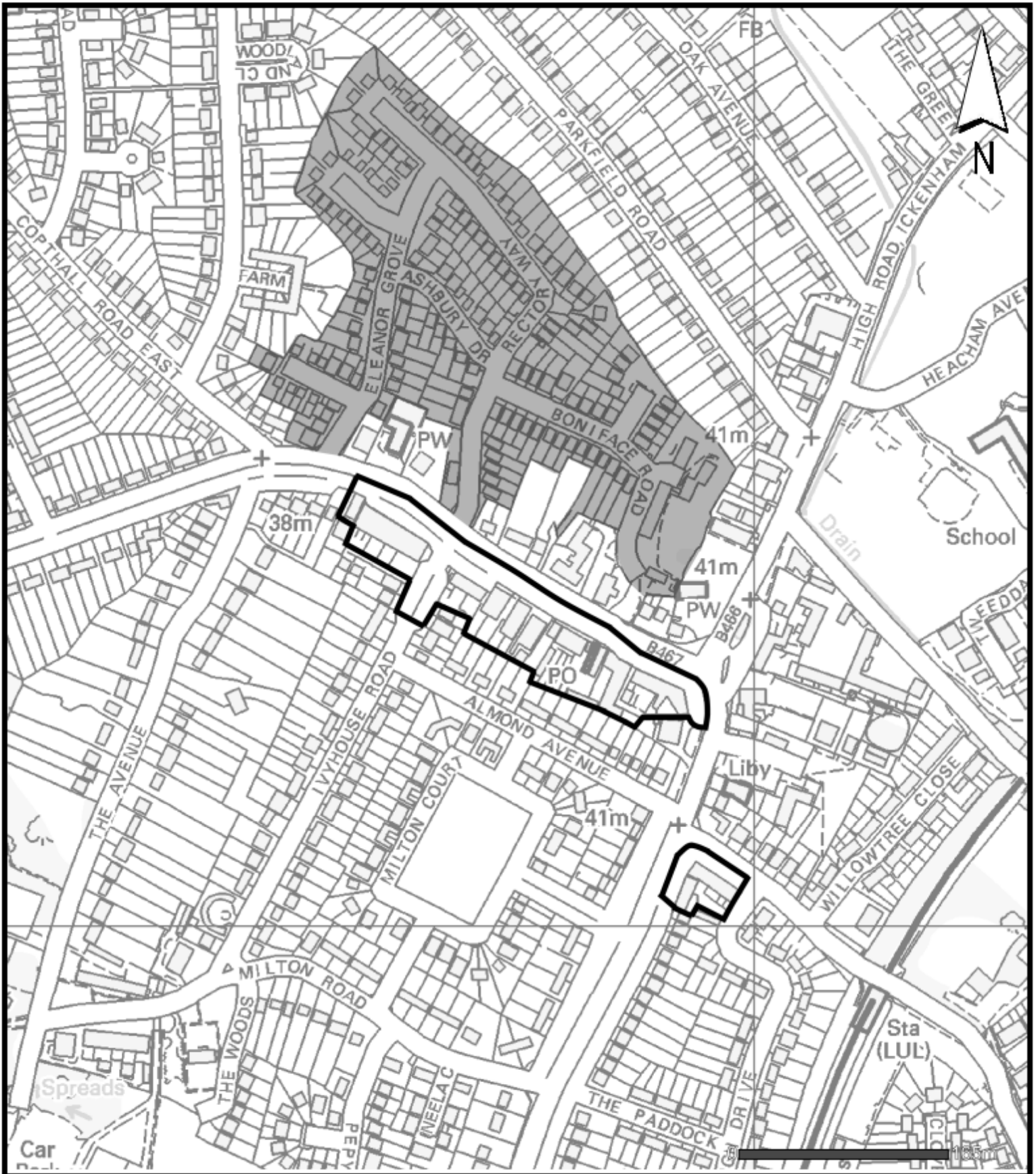
In considering any informal consultation responses, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer recommendation. The decision maker must be satisfied that responses from the public are conscientiously taken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

## **BACKGROUND PAPERS**

Petition received – 18<sup>th</sup> August 2010

## **PART 1 – MEMBERS, PUBLIC AND PRESS**

Cabinet Member meeting with petitioners – 23 February 2011

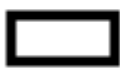


# Ickenham Village - Request for a Residents Parking Scheme

## Appendix A

Date November 2010

Scale 1:4,000



Boundary of Ickenham Village  
"Stop & Shop" Parking Scheme



Eleanor Grove, Rectory Way, Ashbury Drive,  
Broadacre Close, Charlton Close,  
The Mallows and Boniface Road

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<b>ROBINWOOD GROVE, HILLINGDON– PETITION REQUESTING A RESIDENTS PARKING SCHEME</b>	
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<b>Cabinet Member</b>	Councillor Keith Burrows
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<b>Cabinet Portfolio</b>	Planning, Transportation and Recycling
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<b>Officer Contact</b>	Danielle Watson
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<b>Papers with report</b>	Appendix A
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## HEADLINE INFORMATION

<b>Purpose of report</b>	To inform the Cabinet Member that residents of Robinwood Grove, Hillingdon have submitted a petition asking the Council to introduce 'residents only parking' in their road. This request can be considered in relation to the Council's programme for the introduction of managed parking schemes.
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<b>Contribution to our plans and strategies</b>	The request can be considered in relation to 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>	Brunel
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## RECOMMENDATION

**That the Cabinet Member for Planning, Transportation & Recycling:**

- 1. Discusses with petitioners their concerns with parking in Robinwood Grove.**
- 2. Subject to the outcome of the discussions with petitioners asks officers to place this request on the Council's parking programme for subsequent detailed investigation and consultation.**

## INFORMATION

**Reasons for recommendation**

PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with petitioners – 23 February 2011

Residents are asking for a residents' parking scheme; however following further discussions with petitioners other options may be identified which may be more appropriate to address their concerns.

### **Alternative options considered**

The residents have made a specific request for a resident permit parking scheme. However an informal consultation with residents may allow consideration of various options for measures to control parking in their road.

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

None at this stage.

### **Supporting Information**

1. A petition with 22 signatures has been received from residents of Robinwood Grove, which represents 77% of households in the road under the following heading:

*"I support the application of Robinwood Grove Residents Limited to have Robinwood Grove designated a Residents' Parking Permit Zone"*

2. Robinwood Grove is a small cul-de-sac just off Royal Lane, Hillingdon. The location is indicated on the plan attached as Appendix A to this report. The road is part public adopted highway with some private off-road parking leading to a gated residential development.

3. In a covering letter to the petition it has been pointed out there is significant competition for on-street parking from non-residents associated with local hospital staff and parents with children attending Bishopshalt School.

4. The Cabinet Member will be aware that Parking Management Schemes have expanded in the areas around Brunel University and Hillingdon Hospital and many of the roads in the area benefit from managed parking. It is likely that some parking may have transferred from these areas and with Robinwood Grove's close proximity to the school and local hospital this is clearly an attractive place for non-residents to park.

5. As the road is self contained it would appear to be viable, given the level of support from residents, to introduce managed parking. Consequently it is recommended to the Cabinet Member that subject to discussions with the petitioners a proposal could be added to the Council's overall parking programme so that consultation can be undertaken with residents offering options to address non-residential parking in their road. It is acknowledged the petitioners have specifically requested the introduction of a Residents' Permit Parking Scheme but it is the Council's normal practice to offer the alternative of limited time waiting restrictions if residents consider this a viable and effective option to prevent 'all day' non-residential parking.

6. It is therefore recommended that the Cabinet Member discusses with the petitioners their concerns with parking and their possible preferences for potential solutions and adds the request to the Council's parking programme.

## **PART 1 – MEMBERS, PUBLIC AND PRESS**

Cabinet Member meeting with petitioners – 23 February 2011

## **Financial Implications**

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

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

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

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

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

None at this stage

## **CORPORATE IMPLICATIONS**

### **Corporate Finance**

#### **Legal**

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.

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.

### **Corporate Landlord**

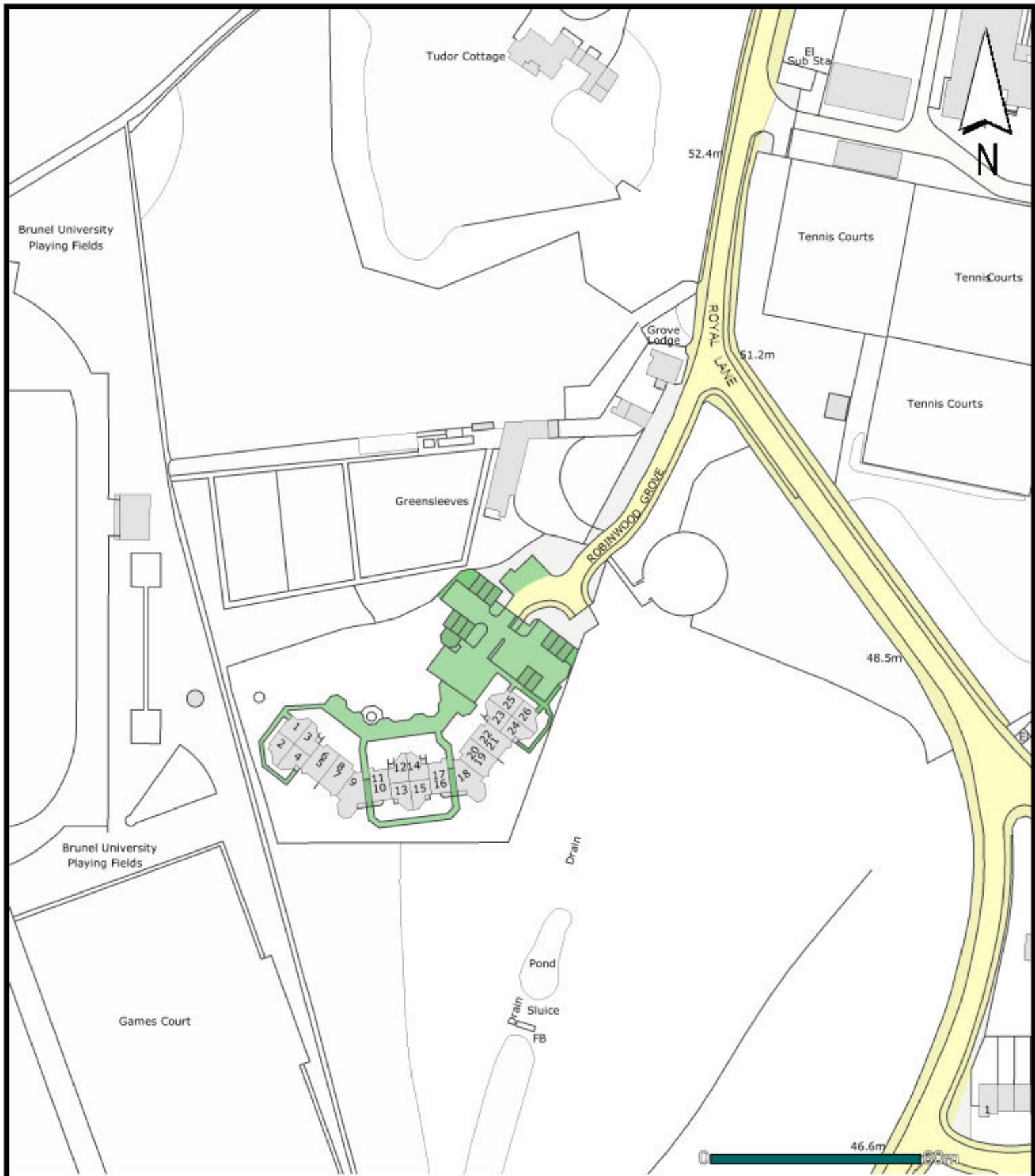
The report has no property implications and the Corporate Landlord has no comments.

### **Relevant Service Groups**

## **BACKGROUND PAPERS**

Petition dated – 2<sup>nd</sup> September 2010

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## Robinwood Grove - Location Plan

## Appendix A

Date November 2010

Scale 1:1,500

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