

ARCON DRIVE, BALLINGER WAY AND WAXLOW WAY, NORTHOLT - PETITION OBJECTING TO THE AMENDED PROPOSALS FOR “AT ANY TIME” WAITING RESTRICTIONS

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	Steven Austin Residents Services Directorate
Papers with report	Appendix A

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that residents of Arcon Drive, Ballinger Way and Waxlow Way have objected to the proposed “at any time” waiting restrictions within their road.
Contribution to our plans and strategies	The request can be considered in relation to the Council’s strategy for on-street parking controls.
Financial Cost	There are no financial implications associated with the recommendations in this report
Relevant Policy Overview Committee	Residents’ and Environmental Services.
Ward(s) affected	Yeading

2. RECOMMENDATION

That the Cabinet Member:

- 1. Discusses with petitioners and listens to their concerns regarding the amended proposals for “at any time” waiting restrictions in their roads.**
- 2. Asks officers to include the petition request and the outcome of discussions with petitioners in the forthcoming report incorporating all representations received from the statutory consultation on amended proposals for “at any time” waiting restrictions in Arcon Drive, Ballinger Way and Waxlow Way.**

Reasons for recommendation

To allow the Cabinet Member to discuss with petitioners their concerns with proposed “at any time” waiting restrictions that were amended following a previous consultation and petition from residents.

Alternative options considered / risk management

These will be discussed with petitioners.

Policy Overview Committee comments

None at this stage

3. INFORMATION

Supporting Information

1. A petition with 66 signatures has been received from residents of Arcon Drive, Ballinger Way and Waxlow Way objecting to amended proposals for “at any time” waiting restrictions in their roads. Arcon Drive, Ballinger Way, Brazier Crescent and Waxlow Way are four roads which form part of the Grand Union Village development which spans the Borough boundary between the London Boroughs of Ealing and Hillingdon as shown on the plan attached as Appendix A to this report.
2. The signatures are attached to a standard letter which appears to have been delivered to each household in the Hillingdon part of the development and then submitted collectively as a petition. The 66 signatures represent 30 properties in the Hillingdon part of the Grand Union Village development.
3. The petition mentions several reasons why residents object to the proposed restrictions which are summarised under the following headings:
 - Unfair and biased survey.
 - It is discriminatory.
 - It will create a greater parking problem than we already have.
 - Easier option disregarded by Trinity Estate.
 - Insufficient parking.
 - Disruption to normal household activities.
 - Devaluation of property.
4. The Cabinet Member will recall hearing a similar petition from residents in November 2011 following the statutory consultation on waiting restrictions undertaken in June 2011. The outcome of the meeting with petitioners and the individual responses received from the statutory consultation on “at any time” waiting restrictions were subsequently reported to the Cabinet Member.
5. One of the recommendations in the report on the statutory consultation was to “ask officers to develop a revised proposal for statutory consultation and report back to the Cabinet Member and local Ward Councillors”. Following further meetings with local Ward Councillors and colleagues in Ealing, who were working on revised restrictions for their part of the development,

an amended scheme was developed that where possible incorporated the changes residents requested in the previous consultation.

6. The main changes to the Council's revised proposals are to reduce the extent of the "at any time" waiting restrictions on Waxlow Way to allow additional parking and to remove the double yellow lines from outside Nos 2 – 32 Ballinger Way and move them to the opposite side of the road. Formal consultation on an amended design took place between 26th September and 17th October 2012.

7. It appears from the petition that residents still have a number of reservations regarding the amended proposals for "at any time" waiting restrictions in their roads. It is therefore recommended that the Cabinet Member discusses with petitioners their on-going concerns and incorporates these in the forthcoming report on the statutory consultation for "at any time" waiting restrictions.

Financial Implications

There are none associated with the recommendation to this report.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member an opportunity to discuss in detail with petitioners their concerns

Consultation Carried Out or Required

8. Statutory consultation for "at any time" waiting restrictions was conducted over a three-week period from 26th September to 17th October 2012.

5. CORPORATE IMPLICATIONS

Corporate Finance

None at this stage

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 and factual 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.

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

Should the outcome of the informal discussions with petitioners require that Officers include the Petitioners request in a subsequent review of possible options under the Council's On-Street Parking Control Programme and a consultation be carried out when resources permit there will need to be consideration of the Road Traffic Regulation Act 1984, the Traffic Signs Regulations and General Directions 2002, which govern road traffic orders, traffic signs and road markings. If specific advice is required in relation to the exercise of individual powers Legal Services should be instructed.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

NIL