

## WILLOW TREE LANE, YEADING – PETITION OBJECTING TO PROPOSED WAITING RESTRICTIONS

**Cabinet Member**

Councillor Keith Burrows

**Cabinet Portfolio**

Planning and Transportation

**Officer Contact**

Caroline Haywood, Environment and Consumer Protection

**Papers with report**

Appendices A & B

### HEADLINE INFORMATION

**Purpose of report**

To inform the Cabinet Member that a petition has been received from one of the businesses objecting to the installation of the proposed waiting restrictions.

**Contribution to our plans and strategies**

The request for waiting restrictions in the service road in Yeading Lane / Willow Tree Lane, Yeading has been considered in relation to the Council's strategy for Road Safety

**Financial Cost**

No financial cost associated with this report

**Relevant Policy Overview Committee**

Residents' and Environmental Services

**Ward(s) affected**

Yeading

### RECOMMENDATION

That the Cabinet Member:

1. Notes the petition and the objection to the waiting restrictions and listens to the concerns of the petitioners; and
2. Ask officers to investigate alternative proposals to address the concerns of the shopkeepers.

### INFORMATION

#### Reasons for recommendation

To understand the residents' concerns and investigate further.

#### Alternative options considered

No other alternatives.

## Supporting Information

1. The Council has received a petition with 227 signatures from one business and its customers. The petitioners are objecting to the installation of the proposed waiting restrictions. The Council has also received an additional four emails and one letter from concerned shopkeepers.
2. Willow Tree Lane and Yeading Lane are both situated within Yeading Ward. Yeading Lane is a very busy road being the main route from Hayes to Northolt and Greenford. It has a very high traffic and pedestrian flow due to the local shopping parade and Barnhill Secondary School. Willow Tree Lane is residential in nature. It links Yeading Lane with The Parkway and has a high traffic flow. The junction of Yeading Lane and Willow Tree Lane is traffic signal controlled and on the northeast corner of the junction of Yeading Lane and Willow Tree Lane is a parade of shops set back from the main road within a service road. Yeading Lane and Willow Tree Lane are also main bus routes through Hayes.
3. The Council originally received a request from Yeading Safer Neighbourhood Team to find a means of tackling insensitive parking in the service road. The team had received many complaints from the shopkeepers and visitors about vehicles parking on the footway outside the shops. The shopkeepers were concerned about the safety of pedestrians and that vehicles were parking all day.

4. Following a full and thorough investigation, it was found during the site visit and a meeting with Yeading Safer Neighbourhood Team and the Council's Parking Enforcement Team that vehicles were parking with either two or four wheels up on the footway and that the drivers did not appear to be taking care when driving up and parking on this footway. There was a constant flow of people to the shops and every available space to park was used. The footway in this section of the service road is between 3.5 and 5 metres wide and there are two different types of surfacing on the footway. The carriageway of the service road is not wide enough for two vehicles to be parked opposite each other on the road without obstructing traffic flows.

5. It was decided in 1997 by the parking sub-committee that enforcement of parking on the footway in the service road would be suspended pending installation of a formal scheme in the form of signs and lines. At present there are no sign or line markings to indicate where on the footway it is safe to park. Therefore the Council's parking enforcement team has great difficulty enforcing the exemption.
6. The proposal that was drawn up to address these issues, was to recommend installing 'At Any Time' waiting restrictions and a loading bay, as shown on Appendix A. This



Service road facing eastbound



Different surface type

proposal would mean the removal of the footway parking and would give shopkeepers a designated place to park when taking deliveries.

7. Before taking the proposal through any formal consultation process, it was decided to informally consult the shopkeepers and residents in the flats above the shops on a proposal to address their concerns. A letter and plan was sent to every property informing them of the proposal and seeking their comments, attached as Appendix B. Any alterations to the proposal would then be made as required.
8. The lead petitioner is objecting to the proposal stating 'as you can appreciate with the recession, putting yellow lines down our business will suffer as customers will not be able to park in the service road'.
9. The other four emails and one letter were from other shopkeepers in the service road. Their main concern is that these restrictions will deter customers from using the shops and that this would in turn lead to them having to cease trading.
10. The proposals are still in the feasibility stage and all comments received have been acknowledged and this proposal will not be taken forward until further investigation is complete.
11. The petitioners may have their own ideas to put forward and therefore it is recommended to discuss further with the shopkeepers measures to address their concerns.

### **Financial Implications**

There is no financial cost with the recommendation of this report.

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

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

That no decision will be made until further investigation and consultation is complete.

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

Informal consultation has been carried out on this proposal through a letter to the shopkeepers and residents. Local councillors have also been consulted informally.

### **CORPORATE IMPLICATIONS**

#### **Legal**

There are no special legal implications at present for the proposals set out above. Should there be a decision that formal parking and traffic controls are to be considered then the relevant statutory provisions will have to be followed.

In all cases, there must be a full consideration of all representations arising within this report. In all cases, the decision maker must be satisfied that responses from the public are conscientiously taken into account.

## **BACKGROUND PAPERS**

- Letter to shopkeepers: 21 April 2009
- Petition received: 30 April 2009
- Objection email received: 12 May 2009  
14 May 2009  
23 April 2009  
6 May 2009
- Objection letter received: 13 May 2009