

TITLE: ST. GILES AVENUE, ICKENHAM – PETITION REQUESTING FOOTWAY PARKING

Cabinet Portfolio	Planning and Transportation
Report Author	Steve Austin
Papers with report	Appendix A

HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that a petition has been submitted from residents of St. Giles Avenue, Ickenham asking for approval to park on the footway.
Contribution to our plans and strategies	The request can be considered in association with the Council's criteria for Footway Parking Exemption Schemes.
Financial Cost	There are none associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents and Environmental Services
Ward(s) affected	Ickenham

RECOMMENDATION

That the Cabinet Member

1. **Considers the petitioner's request for footway parking in St. Giles Avenue, Ickenham**
2. **Asks officers to add St. Giles Avenue to the programme for Footway Parking Exemption Schemes so that subsequently, design and consultation with residents can be carried out.**

INFORMATION

Reasons for recommendation

The layout of St. Giles Avenue will allow footway parking to take place in accordance with the Council's criteria.

Alternative options considered

None as the petitioners made a specific request to park on the footway.

Comments of Policy Overview Committee(s)

None at this stage

Supporting Information

1. A petition with 41 signatures has been received from residents of St. Giles Avenue under the following heading:

“We the below signed are fed up of having wing mirrors broken and coming out to the lorries, dustbin/recycling men to move cars as they cannot get through and would appreciate if it was possible to have one or both sides of the pavements mountable without having a parking ticket along with damage to our cars”.

The petition contains signatures from nearly three-quarters of the households of St. Giles Avenue and these are evenly spread throughout the road.

2. St. Giles Avenue is close to Ickenham Underground Station and is indicated on Appendix A. It is a residential road with footways approximately 2.2 to 2.5 metres wide. There is a tarmac verge along the kerb with the remainder of the footway surfaced with paving slabs. The only exception is between Nos. 26 to 40 which has a grass verge. The carriageway is approximately 6 metres wide and if cars are parked on both sides, it would impede access for large vehicles and the petitioners have pointed out refuse collection has been obstructed in the past. This would also apply to emergency vehicles.
3. The Cabinet Member will be aware the Council can exempt roads from the Footway Parking Regulations and have approved criteria where it can occur. Parking would not be allowed on grass verges or paving slabs as St. Giles Avenue has a tarmac verge it would be permissible to allow two wheels to park on this. It would then leave sufficient width for pedestrians on the paving slabs. The footways in St. Giles Avenue are predominantly a mix of paving slabs and tarmac verges although in small sections these are wholly surfaced with tarmac. In these sections, motorists would be required to leave a minimum of 1.5 metres footway for the benefit and safety of pedestrians. A further criteria the Council has established is that the parking should not take place within 15 metres of a junction.
4. If the Cabinet Member were to decide St. Giles Avenue could be exempted from the Footway Parking Regulations, the next stage is to design a formal scheme and consult residents. The Cabinet Member will also know there is a large programme for these schemes and it is suggested the request for St. Giles Avenue be added to the programme.

Financial Implications

Investigation, design and consultation are undertaken within normal staff resources. The cost of introducing parking schemes will depend on the final details and this would not be known until

consultation has been completed. The eventual cost of the work will need to be funded from the accumulated surplus of the Parking Revenue Account.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To add the request to the Council's programme for Footway Parking Exemption Schemes, so that subsequent design and consultation can be carried out. All residents of St. Giles Avenue will eventually be consulted on a formal Footway Parking Exemption Scheme.

Consultation Carried Out or Required

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.

The safety risks identified in this report are a relevant consideration 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 Giles Avenue. 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 Giles Avenue pending the making of a formal parking order.

BACKGROUND PAPERS

Petition received 26th October 2009