

CRANMER ROAD, HAYES - PETITION REQUESTING A RESIDENTS' PERMIT PARKING SCHEME AND 'ONE-WAY' WORKING

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

HEADLINES

Summary	To inform the Cabinet Member that a petition has been submitted by residents of Cranmer Road, Hayes requesting a residents' permit parking scheme and a one-way working.
Putting our Residents First	This report supports the Council objective of Our People. The request can be considered as part of the Council's annual programme of road safety initiatives and for on-street parking controls.
Financial Cost	There are no financial implications associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents', Education and Environmental Services
Relevant Ward(s)	Botwell

RECOMMENDATIONS

That the Cabinet Member for Planning and Transportation:

1. meets with petitioners and listens to their request for a residents' permit parking scheme and one-way working;
2. subject to the outcome of the above, asks officers to add the request for a parking scheme to the Council's extensive parking programme for informal consultation in a possible area agreed with Ward Councillors; and
3. decides if officers should undertake further detailed investigations on the request for a one-way working.

Reasons for recommendations

The Petition Hearing will provide a valuable opportunity to hear directly from the petitioners of their concerns and suggestions.

Alternative options considered / risk management

None at this stage.

Policy Overview Committee comments

None at this stage.

SUPPORTING INFORMATION

1. A petition with 28 signatures has been submitted to the Council from residents of Cranmer Road, Hayes under the following heading:

"Resident only parking for Cranmer Road - Parking permits put in place so that only residents can park as people dump their cars on Cranmer Road preventing residents from parking."

"Potential one way system on Cranmer Road - There is only space for one vehicle to pass at any given time if a vehicle comes in the opposite direction. The car must reverse out of the whole road in order to let the other vehicle pass also there are blind spots on the road. This puts safety at risk when cars are oncoming in both directions as visibility is extremely impaired."

2. Cranmer Road is a mainly residential road, comprising terraced properties with very few benefiting from off-street parking provision. At the southern end of Cranmer Road there are three blocks of garages that provide parking for 21 vehicles but it is understood that these are not necessarily for the sole use of residents of Cranmer Road. A plan of the area is attached as Appendix A.
3. From the northern end of Cranmer Road where it is accessed from North Road to the garages, the carriageway is approximately 7.3 metres and is bounded on both sides by a footway measuring on average 1.7 metres. At the junction of Cranmer Road and North Road, there are some existing no waiting 'at any time' waiting restrictions to help improve access for larger vehicles.
4. Where Cranmer Road meets Tudor Road, the carriageway measures approximately 4.3 metres and there is a footway on its northern side up to a maximum of 1.7 metres in places. This entrance to Cranmer Road almost appears to have originally only been intended to serve the garages previously mentioned in the report as access and egress at this junction is particularly restricted, especially for commercial vehicles.
5. As part of their petition, residents have requested a one-way working but some of the reasons mentioned above concerning restricted access at Cranmer Road may not be practical, especially for larger goods vehicles. However, it is recommended that the Cabinet Member discusses this suggestion put forward with residents in greater detail and, if appropriate, asks officers to undertake further detailed investigations.
6. The second concern raised by petitioners is regarding non-residential parking in the road and residents have requested a *"Resident Only Parking for Cranmer Road"*. As mentioned previously in this report, the majority of properties in the road do not appear to benefit from

or have the opportunity to create off-street parking provision so the available kerb-side space is in great demand. In light of the concerns raised, it is recommended that the Cabinet Member listens to residents' concerns and suggestions to manage the parking in Cranmer Road and add this request to the Council's extensive Parking Scheme Programme for future consultation. It is suggested that any consultation on options to manage parking in Cranmer Road could be combined along with any other nearby roads that the local Ward Councillors feel may benefit from parking controls.

Financial Implications

There are no financial implications associated with the recommendations to this report. However, if the Council was to consider the introduction of managed parking in the area, funding would need to be identified from a suitable source.

RESIDENT BENEFIT & CONSULTATION

The benefit or impact upon Hillingdon residents, service users and communities?

To allow the Cabinet Member to consider the petitioners' request.

Consultation carried out or required

None at this stage.

CORPORATE CONSIDERATIONS

Corporate Finance

Corporate Finance has reviewed this report and concurs that there are no direct financial implications associated with this report.

Legal

There are no special legal implications for the proposal to informally consult residents on parking restrictions and a possible one-way working. Informally consulting residents 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.

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

During the informal consultation, Members are guided to be mindful of the legal requirements for a proper consultation exercise are known as the Sedley requirements, adopted by Hodgson J in [R v Brent London Borough Council, ex parte Gunning \(1985\) 84 LGR 168](#), being:

- Consultation must be made at a time when proposals are at a formative stage;
- Sufficient reasons for the proposal must be given to allow intelligent consideration response;
- Adequate time must be given for a response; and

- The product of the consultation must be conscientiously taken into account in finalising the proposals.

The receipt of relevant new information during or after the consultation process may require the re-opening of the consultation process to enable consultees to comment on that new information before the decision is taken.

The Council should show that relevant opinions and suggestions have been taken into account and explain if there are reasons why it hasn't been possible to address all of the issues raised by the consultees.

Infrastructure / Asset Management

None at this stage.

Comments from other relevant service areas

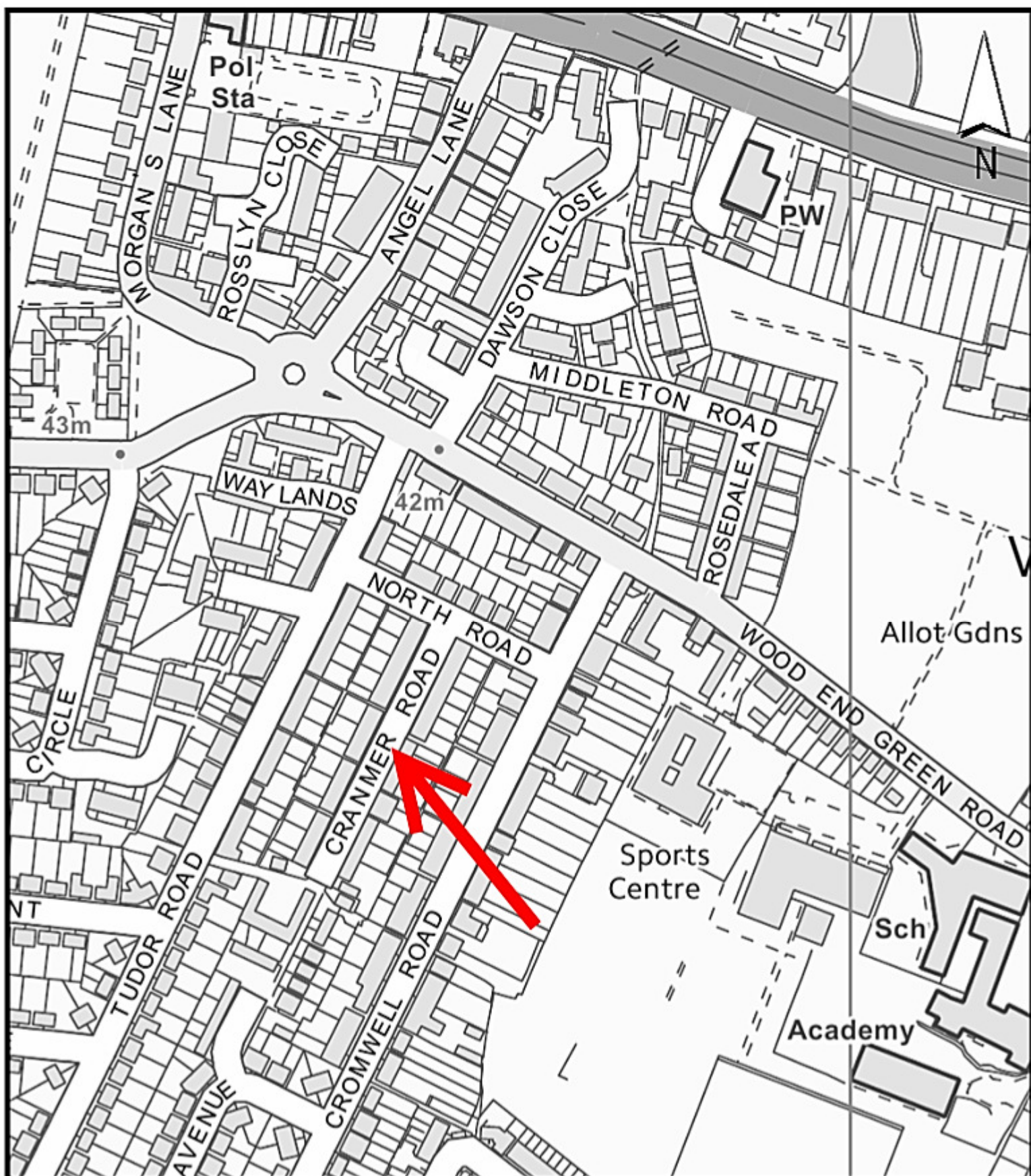
None at this stage.

BACKGROUND PAPERS

Petition received.

TITLE OF ANY APPENDICES

Appendix A - Location plan .



Cranmer Road, Hayes
Location plan

Appendix A

March 2020
Scale 1:3,000