



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Planning and Transportation

Date: WEDNESDAY, 14 APRIL
2010

Time: 7.00 PM

Venue: COMMITTEE ROOM 4 -
CIVIC CENTRE, HIGH
STREET, UXBRIDGE UB8
1UW

**Meeting
Details:** Members of the Public and
Press are welcome to attend
this meeting

Cabinet Member hearing the petitions:

Keith Burrows, Cabinet Member for
Planning and Transportation

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.

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Published: Tuesday, 6 April 2010

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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.

	Start Time	Title of Report	Ward	Page
3	7pm	Columbia Avenue and Beech Avenue, Eastcote – Petition Requesting Parking Restrictions	Cavendish	1
4	7pm	Thirlmere Gardens, Northwood – Petition Requesting the Introduction of “At Any Time” Waiting Restrictions	Northwood	11
5	7.30pm	Minterne Waye, Hayes – Petition Objecting to Proposed Waiting Restrictions	Yeading	17
6	8pm	Bury Street, Ruislip – Petition Requesting Parking Restrictions	Eastcote and East Ruislip / West Ruislip	23
7	8pm	Wyteleaf Close, Ruislip – Petition Requesting To Park on The Footway	West Ruislip	28

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Agenda Item 3

TITLE: COLUMBIA AVENUE AND BEECH AVENUE, EASTCOTE – PETITION REQUESTING PARKING RESTRICTIONS	ITEM #
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Cabinet Portfolio	Planning and Transportation
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Report Author	Steve Austin
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Papers with report	Appendices A, B and C
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HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that a petition has been received from residents of Columbia Avenue requesting parking restrictions to address a problem they experience with commuter parking.
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Contribution to our plans and strategies	The request can be considered in association with the Council's strategy for the control of on-street parking and a safer borough.
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Financial Cost	There is none associated with the recommendation to this report.
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Relevant Policy Overview Committee	Residents' and Environmental Services
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Ward(s) affected	Cavendish
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RECOMMENDATION

That the Cabinet Member

1. Discusses with petitioners the problems they experience with parking in their road and asks officers to:
 - (i) Take into consideration the petition request when reporting on the objections received to the Council's proposals for waiting restrictions in Columbia Avenue.
 - (ii) Investigate the feasibility to introduce a Parking Management Scheme in Columbia Avenue and Beech Avenue as requested and report back.

INFORMATION

PART 1 – MEMBERS, PUBLIC AND PRESS
Cabinet Member meeting with Petitioners 14 April 2010

Reasons for recommendation

To address the residents concern with commuter parking in their road and to arrive at a suitable scheme which will be supported by the residents affected.

Alternative options considered

These can be discussed with the petitioners but they have put forward a comprehensive suggestion to control parking in Columbia Avenue and Beech Avenue.

Comments of Policy Overview Committee(s)

None at this stage

Supporting Information

1. A petition with 39 signatures has been received from residents of Columbia Avenue requesting the Council to introduce parking restrictions to address problems they experience with commuter parking. In a covering letter to the petition, the organiser points out that parking takes place on bends and opposite residents driveways which causes obstruction, to the extent that emergency vehicles would be denied access.
2. Columbia Avenue is accessed from Oak Road in Eastcote and forms a cul-de-sac. A layout plan is attached as Appendix A. However, there is a pedestrian footpath from the northern extremity to Field End Road and emerges very close to Eastcote Underground Station. Consequently, it can be seen as a very attractive parking area by commuters.
3. The housing development is relatively new and the road, although complying with the Council's standards is narrow and on-street parking in inappropriate places would cause obstruction.
4. The petition organiser canvassed all residents in Columbia Avenue and also included the short section of Beech Avenue, east of Oak Grove. The results indicated there was enormous support for parking restrictions, although the residents appear to be split on whether the introduction of a Parking Management Scheme or Waiting Restrictions would provide the most benefit. As a result of this consultation, the petition organiser has put forward a suggested scheme and this is indicated on Appendix B. The suggestions are a combination of Residents Permit Parking Bays, Short two, one hour waiting restrictions between 10am – 11am and 2pm – 3pm with double yellow lines at junctions and bends.
5. The petition organiser points out that most obstructive parking takes place outside numbers 40 to 49 and this problem had been brought to the Council's attention previously. As a result, before the petition was presented to the Council, proposals were developed for waiting restrictions in this area and are indicated on Appendix C. For the Cabinet Member's information, Public Notice was given of these proposals between 13th January and 2nd February and a number of objections have been received, including a further petition from residents of Columbia Avenue against the measures. This petition will be included in a report to the Cabinet Member detailing all objections to the proposed restrictions with a recommendation on the way forward. The petition objecting to the

proposed restrictions was organised by the same person as the one the subject of this report and points out that although residents are objecting to the proposed waiting restrictions, the original suggestions as shown in Appendix C are still supported by residents.

6. The residents clearly have problems with commuter parking because it is such an attractive road for commuters who use Eastcote Underground Station. It is suggested the Cabinet Member discusses in detail with petitioners their problems with parking and asks the petition objecting to the Council's current proposals be taken into consideration when reporting on all objections that have been made. As the residents would appear to be requesting a Residents Permit Parking Scheme with waiting restrictions in Columbia Avenue and Beech Avenue, it is further suggested to the Cabinet Member that officers are asked to investigate the feasibility.

Financial Implications

There are none associated with the recommendations to this report. However, if subsequently the Council were to consider the introduction of a Parking Management Scheme in Columbia Avenue and Beech Avenue as requested, an allocation would be required from a surplus of the Parking Revenue Account to fund the consultation and subsequent implementation.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To consider in detail the problems experienced by residents of Columbia Avenue with parking and to determine the feasibility to introduce a scheme as suggested by them.

Consultation Carried Out or Required

If the Council subsequently decided to consider the introduction of a Controlled Parking Scheme in Columbia Avenue, all residents will initially be consulted on whether they are in agreement with a scheme.

CORPORATE IMPLICATIONS

Legal

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 or 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.

Petition meetings after the close of a statutory consultation where that extra-statutory consultation raises new points but where all other members of the public (other than the petitioners) are unable to comment because the consultation has closed may raise problems.

A new consultation might be required if the new points are material and might influence the decision, and if there is no re-consultation in those circumstances, then in the worst case scenario persons opposed to the petitioners may take the view that they have been unfairly treated in procedural fairness terms. This is because:

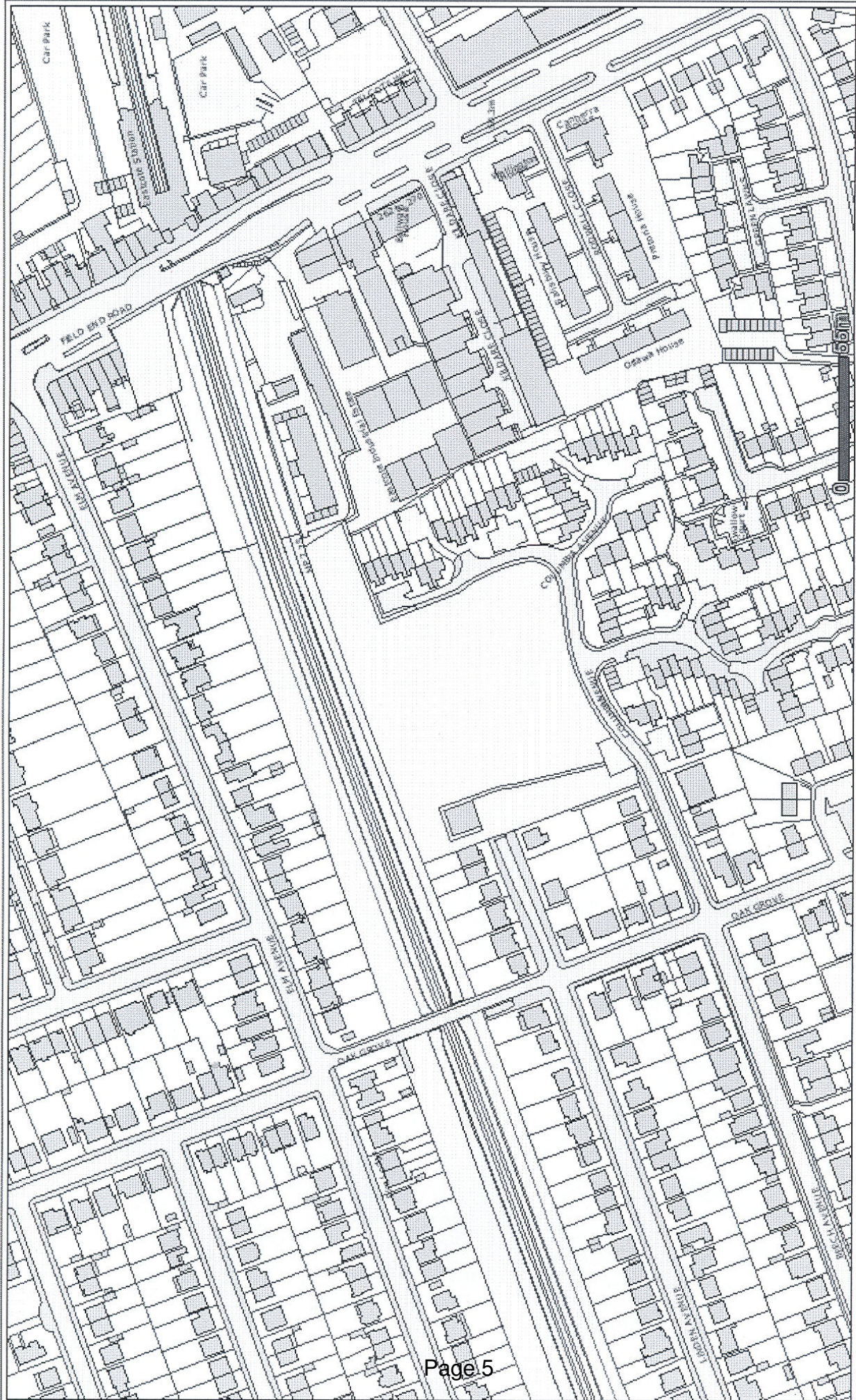
(a) It may be seen as a gloss on the statutory consultation process and result in accusations of the decision maker taking into account considerations that those with opposing views cannot deal with - because the time for making further consultation responses has closed; and

(b) That the form (a petition), rather than the substance of consultation responses has enabled a specific group of persons to have enhanced access to the Cabinet Member after the statutory consultation period. This would be presented as an unfair "further bite" for one group of residents, which is not available to those persons that have not submitted petitions and for whom the statutory consultation period is closed.

BACKGROUND PAPERS

Petition received 2nd December 2009

Petition received 5th February 2010

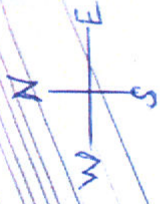


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 Date of Print: 9.2.2010
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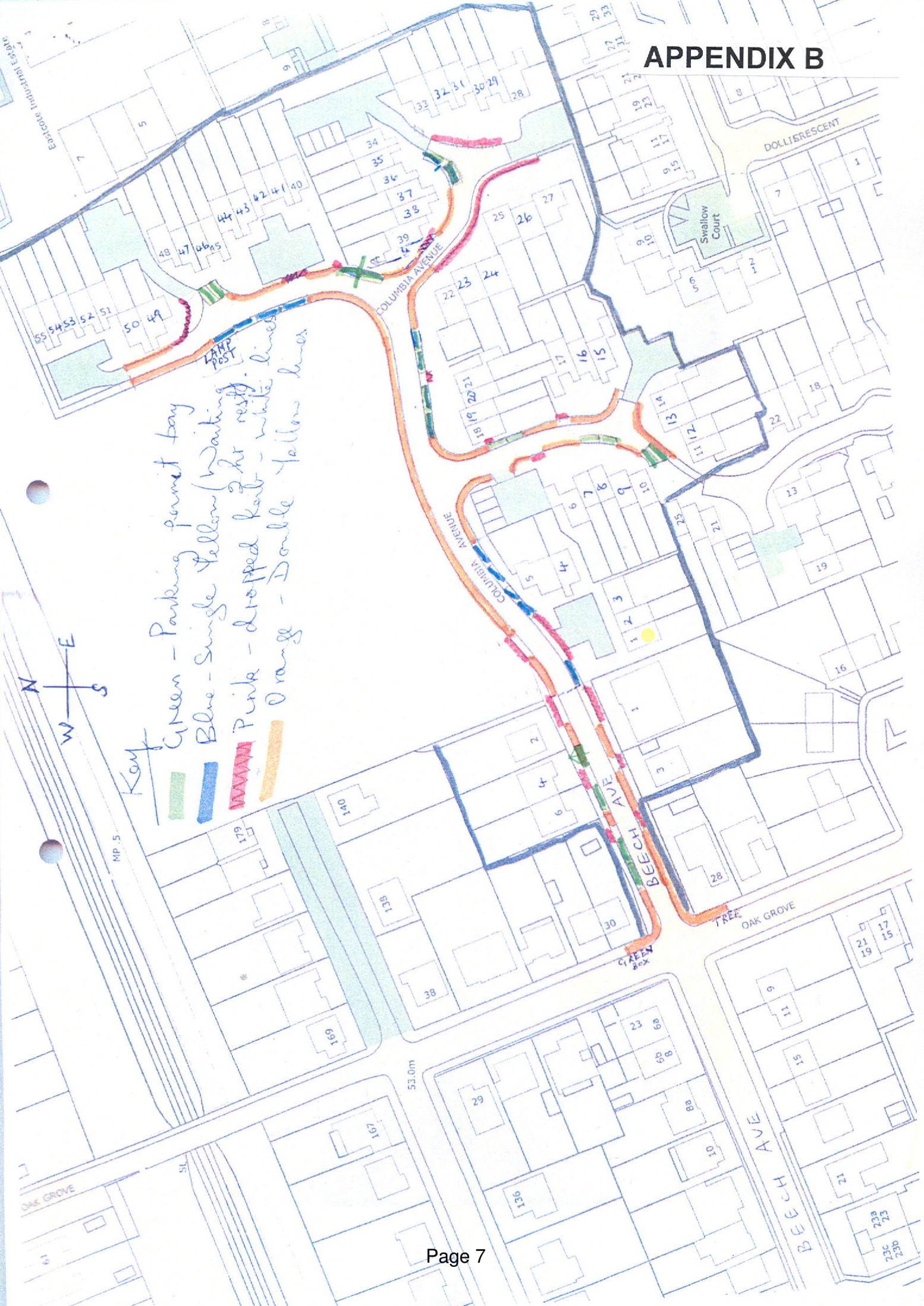
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Key

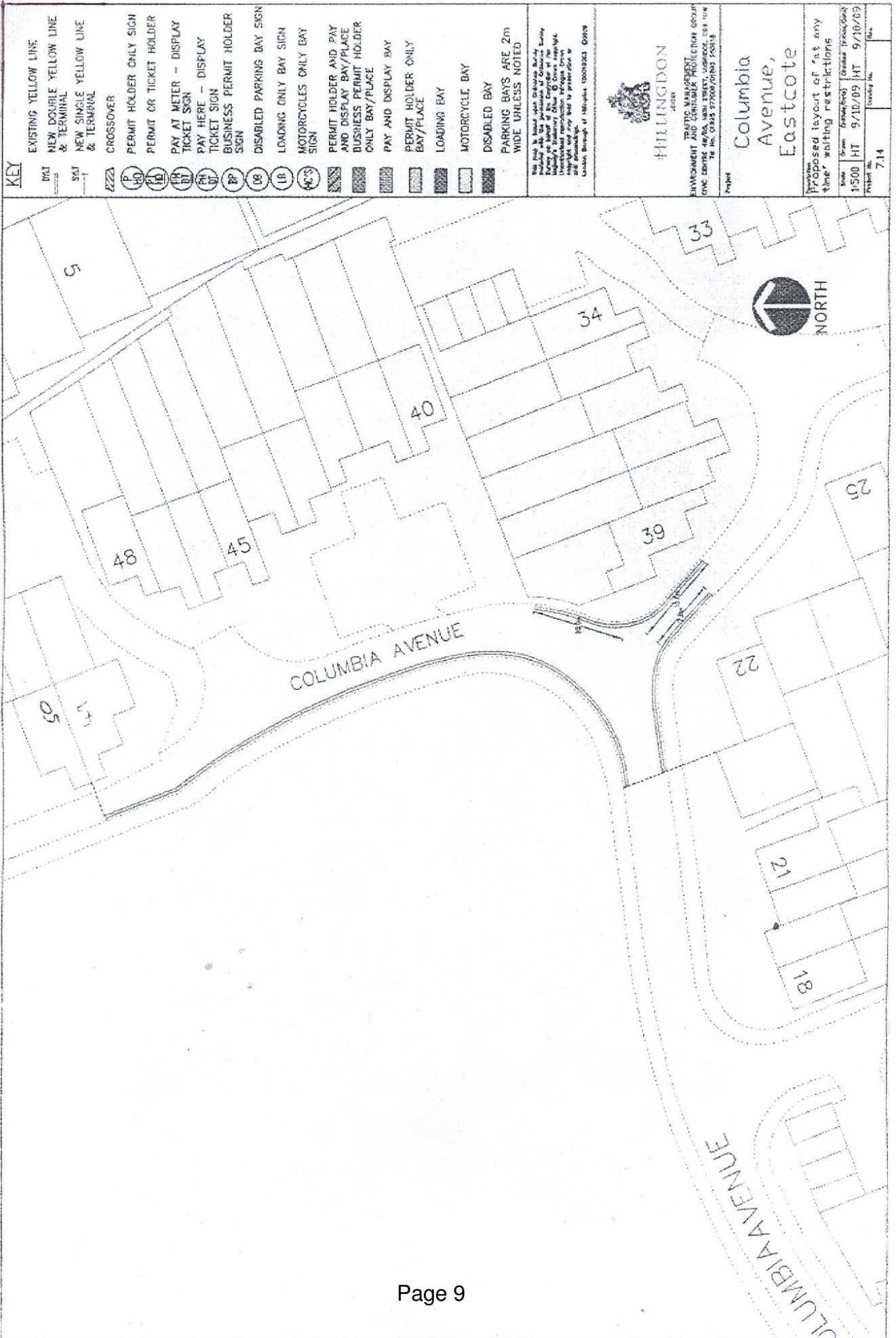
-  Green - Parking permit bay
-  Blue - Single Yellow/Waiting
-  Pink - dropped kerb - white lines
-  Orange - Double Yellow lines

LAMP POST



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APPENDIX C



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Agenda Item 4

TITLE: THIRLMERE GARDENS, NORTHWOOD – PETITION REQUESTING THE INTRODUCTION OF “AT ANY TIME” WAITING RESTRICTIONS	ITEM #
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Cabinet Portfolio	Planning and Transportation
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Report Author	Steve Austin
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Papers with report	Appendix A
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HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that a petition has been received from residents of Thirlmere Gardens asking the Council to consider the introduction of “At any time” waiting restrictions on the access to the residential sections of the road from Rickmansworth Road.
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Contribution to our plans and strategies	The request can be considered as part of the Council’s Programme for road safety improvements.
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Financial Cost	There are none associated with the recommendations to this report.
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Relevant Policy Overview Committee	Residents’ and Environmental Services
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Ward(s) affected	Northwood
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RECOMMENDATION

That the Cabinet Member

- 1. Considers the petitioner’s request for the installation of “At any time” waiting restrictions on the main access carriageway to the residential sections of Thirlmere Gardens.**
- 2. Asks officers to prepare options for an appropriate waiting restriction scheme in Thirlmere Gardens for consultation with residents and report back with the results.**

INFORMATION

Reasons for recommendation

To fully investigate the request from the petitioners who live in Thirlmere Gardens.

Alternative options considered

These can be derived as part of the feasibility study for the introduction of waiting restrictions in Thirlmere Gardens.

Comments of Policy Overview Committee(s)

None at this stage

Supporting Information

1. A letter with a list of residents and addresses has been submitted to the Council requesting the introduction of double yellow lines in the road leading to the residential sections of Thirlmere Gardens from Rickmansworth Road. The list has come from 45 of the households but only contained 22 signatures. Nevertheless, it is in excess of the Council's criteria and is therefore presented to the Cabinet Member for consideration.
2. There would appear to be in the order of 190 households in Thirlmere Gardens and the number of addresses in the list represents just under a quarter of these.
3. Thirlmere Gardens is very close to Mount Vernon Hospital and has a junction with Rickmansworth Road. This is indicated on Appendix A. The junction with Rickmansworth Road is the only access to the large residential development of Thirlmere Gardens. The access road from Rickmansworth Road to the T-junction which leads to the residential sections has no direct residential frontage other than a flat development on the south east side. From the T-junction, Thirlmere Gardens runs east and west with the western side more densely developed than the eastern.
4. The petition organiser points out in a letter, which is stated to have been submitted on behalf of the residents of Thirlmere Gardens, that parking takes place on both sides of the access road from Rickmansworth Road. It is considered by the organiser, the majority of parking emanates from Mount Vernon Hospital and is a combination of Hospital Staff and visitors. With parking on both sides, there is concern that a Fire Appliance would not be able to access the main residential areas and that it also takes place on the T-junction at the northern end which makes its hazardous for motorists to make a turning movement because of restricted visibility.
5. In view of the proximity of the road to Mount Vernon Hospital, it is very likely that parking is associated with it and would appear to be a very convenient road for hospital staff and visitors to park as an alternative to parking in the hospital grounds.
6. The width of the access road from Rickmansworth Road into the main residential sections of Thirlmere Gardens is wider than the residential sections. It is approximately 7.5 metres wide and clearly is considered by motorists that parking can take place on both sides. Within the main residential sections of Thirlmere Gardens, the road reduces to approximately 6 metres in width and with parking this possibly may cause problems for residents to access their off-street parking.

7. The request from the residents is acknowledged but the Cabinet Member will be aware that if waiting restrictions are introduced on one part of a road network, it is very likely to transfer the parking further along or into other roads. It is noted however, that the resident's addresses supporting the request are reasonably distributed throughout Thirlmere Gardens and there would appear to be problems for residents when leaving or entering the estate. The width of the main access road however, could allow some parking but not on both sides if emergency vehicle access is to be protected.
8. It is suggested to the Cabinet Member that a feasibility study is carried out with the preparation of options for consultation with local residents. Following consultation, a report can be submitted to the Cabinet Member for consideration of a suitable scheme.

Financial Implications

There are none associated with the recommendations to this report as a feasibility study can be undertaken within in-house resources. However, if subsequently the Cabinet Member approves the introduction of waiting restrictions, funding would be required to implement, and this is usually provided through an allocation 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 consider the petitioners request following discussions and if appropriate asks Officers to prepare options for a scheme of waiting restrictions for consultation with all residents of Thirlmere Gardens.

Consultation Carried Out or Required

One of the recommendations is that further consultation be carried out with residents following the preparation of options for waiting restrictions.

CORPORATE IMPLICATIONS

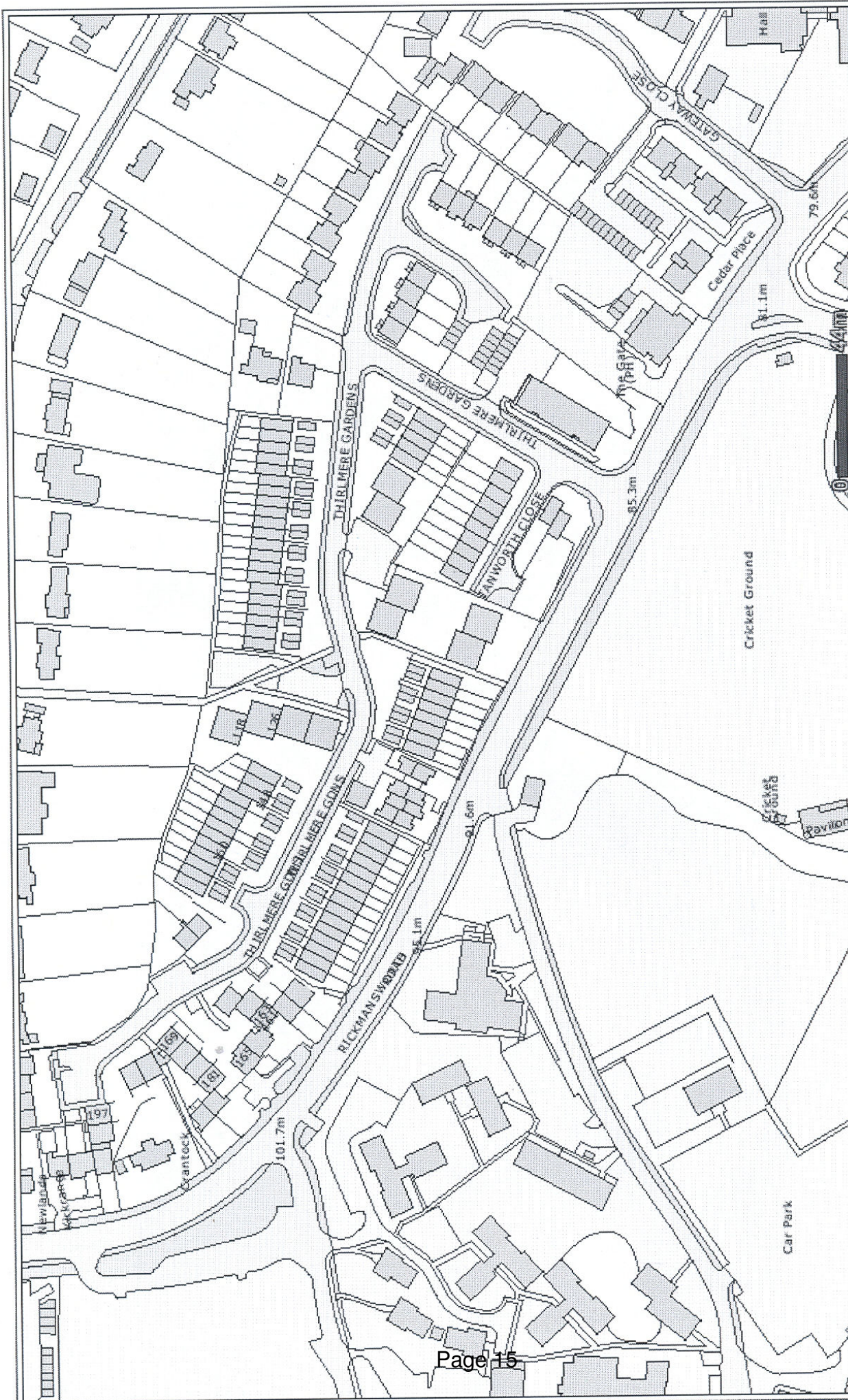
Legal

A meeting with the petitioners is perfectly legitimate as part of a listening exercise 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. If a local authority decides to embark upon a non-statutory process of consultation the applicable principles are no different from those which apply to statutory consultation: see *R (Partingdale Lane Residents Association) v Barnet London Borough Council* [2003] EWHC 947 (Admin), [2003] All ER (D) 29. Officers must ensure there is a full note of the main points discussed at the meeting with the petitioners.

BACKGROUND PAPERS

Petition received 30th November 2009

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 Date of Print: 100019283 2010
 SLA:



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Agenda Item 5

TITLE: MINTERNE WAYE, HAYES – PETITION OBJECTING TO PROPOSED WAITING RESTRICTIONS	ITEM #
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Cabinet Portfolio	Planning and Transportation
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Report Author	Steve Austin
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Papers with report	Appendix A
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HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that a petition with more than 20 signatures has been presented to the Council objecting to proposed waiting restrictions around the bend in Minterne Waye.
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Contribution to our plans and strategies	The Council is required to consider all objections to proposed Traffic Regulation Orders before making a final decision.
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Financial Cost	There are none associated with the recommendations to this report.
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Relevant Policy Overview Committee	Residents' and Environmental Services
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Ward(s) affected	Yeading
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RECOMMENDATION

That the Cabinet Member

1. Discusses with petitioners their concerns with the loss of parking around the bend in Minterne Waye where waiting restrictions are proposed.
2. Subject to 1 above, asks officers to take the petition into consideration when preparing the formal report on representations received from statutory consultation on the proposals which will be submitted to the Cabinet Member for a decision on whether the proposals proceed to implementation.

INFORMATION

Reasons for recommendation

The Council is required to consider all objections to proposed Traffic Regulation Orders. Following the Cabinet Members discussion with petitioners their comments can be included in

the formal report to the Cabinet Member detailing all representations received from statutory consultation.

Alternative options considered

These may rise from the Cabinet Members discussions with petitioners.

Comments of Policy Overview Committee(s)

None at this stage

Supporting Information

1. A petition with 32 signatures has been received from residents, mostly of Minterne Waye with a few residing in Swanage Waye objecting to proposals for waiting restrictions around the bend in Minterne Waye. The 32 signatures represent 12 households in this area, 7 of which are on the outside of the bend where waiting restrictions are proposed.
2. The proposals are indicated on appendix A. These were a consequence from local residents complaining about parking taking place around the bend which caused problems with traffic flow as the forward visibility for drivers is limited. Subsequently, a scheme was developed and statutory consultation carried out between 13th January and 3rd February this year. For the Cabinet Member's information, a number of representations have been received on these proposals and subsequently a report will be submitted detailing the grounds for objection before the Council makes a final decision.
3. The petition organiser in a covering letter sets down why the petitioners are objecting to the proposals. Briefly these are:
 - (i) The residents have insufficient parking facilities within their own properties and there is no alternative parking spaces available.
 - (ii) Due to lack of on-street parking compared with car ownership in this section of Minterne Waye, any change in the amount will create tension amongst neighbours.
 - (iii) Residents want to view their vehicles at all times because of the potential for vehicle crime and ideally want to park in front of their properties.
 - (iv) The street lighting in the area is insufficient to make residents feel confident that they could park some distance from their homes and walk back in safety.
 - (v) The parking deters speeding around this bend
 - (vi) The parking does not cause any hindrance or obstruction to traffic flow.
4. It is suggested the Cabinet Member meets with the petitioners and discusses their problem with parking in this part of Minterne Waye. Following this asks officers to take the petition and any further points made at the petition evening into account when preparing the report setting out all representations received from statutory consultation.

Financial Implications

There are none associated with the recommendations to this report. The further report detailing objections to the proposed Traffic Order will contain the financial implications if a recommendation is made that some or all of the proposed restrictions are implemented.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To give due consideration to the petitioners concerns with the Council's proposals for waiting restrictions.

Consultation Carried Out or Required

Statutory consultation was carried out for 21 days between 13th January and 3rd February this year, giving residents and the public the opportunity to object to the Council's proposals.

CORPORATE IMPLICATIONS

Legal

There must be 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. Officers must ensure there is a full note of the main points discussed at the meeting with the petitioners.

BACKGROUND PAPERS

Petition received 4th February 2010

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KEY

- EXISTING YELLOW LINE
- NEW DOUBLE YELLOW LINE & TERMINAL
- NEW SINGLE YELLOW LINE & TERMINAL

DWT

S/T

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Project

MINTERNE WAY,
 HAYES

Description
 PROPOSED 'AT ANY TIME'
 WAITING RESTRICTIONS

Scale 1:500
 DW 29/10/09
 DW 29/10/09

Project No.

Drawing No.

Rev.



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TITLE: BURY STREET, RUISLIP – PETITION REQUESTING PARKING RESTRICTIONS	ITEM #
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Cabinet Portfolio	Planning and Transportation
Report Author	Steve Austin
Papers with report	Appendix A/B

HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that a petition has been received from the households in Bury Street between Pinn Way and High Street requesting the introduction of double yellow lines and resident permit parking to address the concerns they have with the level of traffic in Bury Street.
Contribution to our plans and strategies	The petitioner’s concerns can be considered as part of the Council strategy for on-street parking and a safer borough.
Financial Cost	There are none associated with the recommendations to this report
Relevant Policy Overview Committee	Residents’ and Environmental Services
Ward(s) affected	Eastcote and East Ruislip/ West Ruislip

RECOMMENDATION

That the Cabinet Member

- 1. Considers the petitioner’s request for the introduction of parking controls in Bury Street between Pinn Way and High Street, Ruislip.**
- 2. Subject to the outcome of 1 above, asks officers to carryout a feasibility study based on the petitioners suggestions for parking controls and report back.**

INFORMATION

Reasons for recommendation

It would appear the petitioners have given some thought to the introduction of parking controls that would help traffic flow and the egress/access to off-street parking. The suggestions put forward can be investigated in detail and reported back to the Cabinet Member on the feasibility.

Alternative options considered

None at this stage, as the petitioners have put forward their suggestions for parking controls. However, further options may emerge during the petition hearing with the Cabinet Member.

Comments of Policy Overview Committee(s)

None at this stage

Supporting Information

1. A petition with 34 signatures has been received from households in Bury Street between Pinn Way and High Street, Ruislip. The petitioners signed to the following:

“We, the undersigned, request that a double yellow line be painted on one side of Bury Street from Sharps Lane to Pinn Way to help ease traffic congestion and manage street parking. Residents parking bays should be made available for numbers 1,3, 5, 7 and 9 Bury Street. (The 3 cottages nearest to Sharps Lane)”.
2. This section of Bury Street is indicated on Appendix A. There is residential frontage on the western side together with industrial premises. On the eastern side, there are residential properties between Pinn Way and The Great Barn. The remainder of this frontage is the Ruislip Library, bowling green and duck pond. The majority of households between the Library and Pinn Way have signed the petition whereas only a minority south of the Library have signed it.
3. In a covering letter to the petition, the organiser indicates the reason for the parking restrictions is to address the high volume of traffic in Bury Street. With parking on both sides it creates difficulties for large vehicles and they are particularly concerned with emergency vehicle access. Residents with off-street parking apparently have difficulty with using these facilities due to parked vehicles and to address these concerns, the petitioners have put forward suggestions for residents parking and double yellow lines. The suggestions were attached as a plan to the petition and for the Cabinet Member’s information it is included as Appendix B. The petitioners are suggesting that parking be allowed on the eastern side between High Street and the Library/ The Great Barn with double yellow lines northwards to Pinn Way. On the opposite side, the petitioners are requesting Residents Permit Parking only for numbers 1 to 9 then double yellow lines northwards to the end of the residential frontage. The petition organiser also points out the local Police are in agreement with these proposals.
4. The petitioners are effectively requesting the installation of a Residents Permit Parking Scheme but only in a small section of Bury Street. The Cabinet Member will be aware that residents around High Street, Ruislip have been asked for their views on Residents Permit Parking and to-date there has not been a majority preference to justify a scheme.
5. Further investigations will be required to be in a position to advise the Cabinet Member if a recommendation could be put forward to introduce a small Residents Permit Parking Scheme as requested by the petitioners. It is suggested therefore that the Cabinet Member listens to the petitioner’s concerns with parking and asks officers to investigate the feasibility of suggestions and report back.

Financial Implications

There are none associated with the recommendations to this report as a feasibility study can be undertaken with in-house resources. However, if subsequently the Cabinet Member approves the introduction of double yellow lines, these can be funded from an allocation of the Parking Revenue Account surplus for the introduction of waiting restrictions. If subsequently, the Cabinet Member approves the introduction of a Residents Parking Scheme between Nos. 1 – 9 Bury Street, a bid would have to be made for the estimated cost from the Parking Revenue Account surplus.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To investigate in detail, the petitioner's concerns and suggestions for parking controls and report back to the Cabinet Member with the details.

Consultation Carried Out or Required

If subsequently, the Cabinet Member approves the introduction of parking controls, all residents will be consulted who will be directly effected.

CORPORATE IMPLICATIONS

Legal

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.

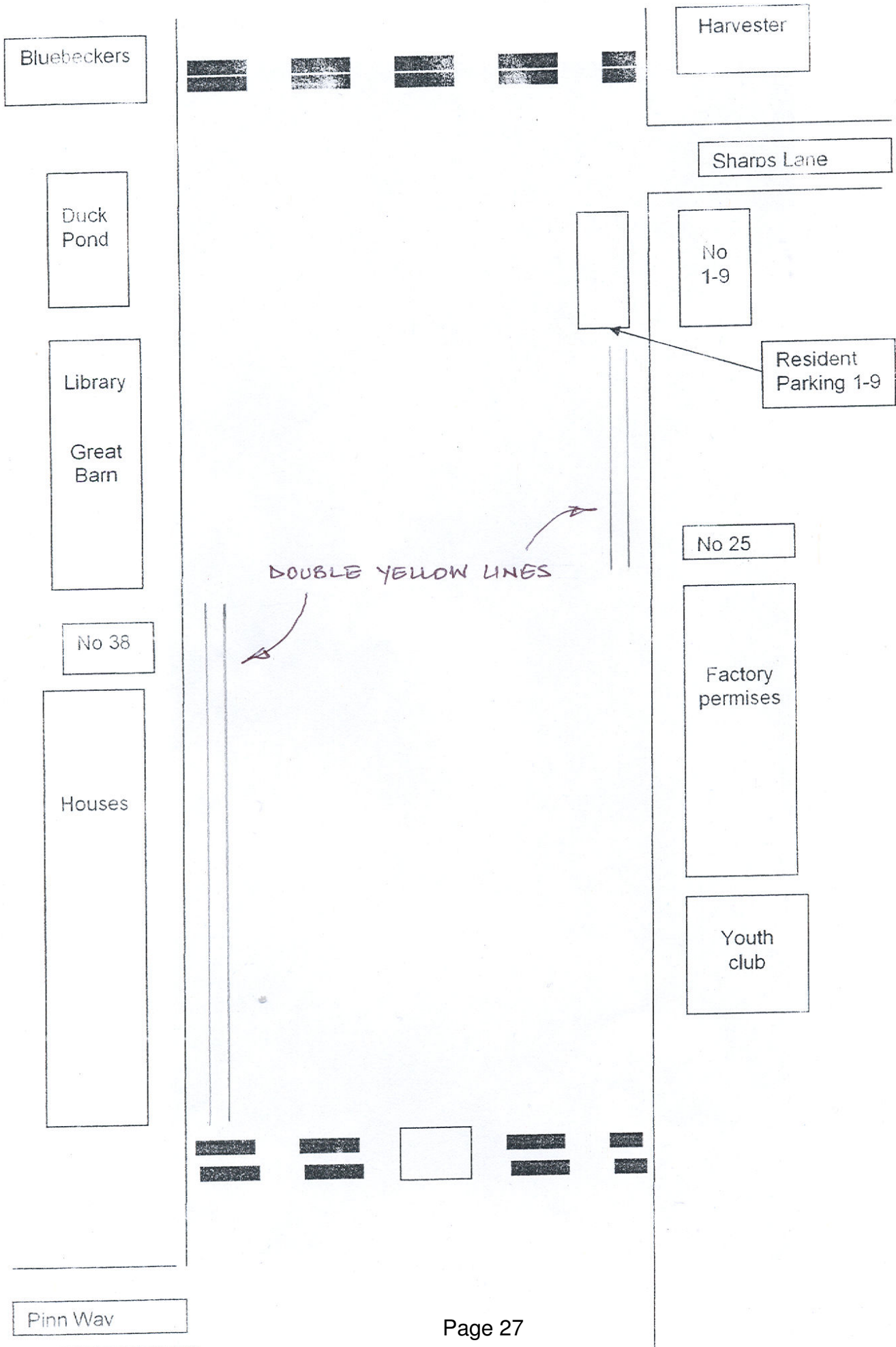
In considering any informal consultation responses, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer recommendation. The decision maker must be satisfied that responses from the public are conscientiously taken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

BACKGROUND PAPERS

Petition received 7th October 2009

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APPENDIX B



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Agenda Item 7

**TITLE: WYTELEAF CLOSE, RUISLIP – PETITION
REQUESTING TO PARK ON THE FOOTWAY**

ITEM #

Cabinet Portfolio

Planning and Transportation

Report Author

Catherine Freeman

Papers with report

Appendix A

HEADLINE INFORMATION

Purpose of report

To inform the Cabinet Member that residents of Wyteleaf Close have submitted a petition to the Council requesting approval to park on the footway.

**Contribution to our
plans and strategies**

The request can be considered in relation to the Council's policy for parking on the footway.

Financial Cost

There are none associated with the recommendations to this report.

**Relevant Policy
Overview Committee**

Residents' and Environmental Services

Ward(s) affected

West Ruislip

RECOMMENDATION

That the Cabinet Member

1. **Considers the petition request and discusses with residents their concern with parking in Wyteleaf Close.**
2. **Approves Wyteleaf Close for the introduction of a Footway Parking Exemption Scheme subject to a further report following consultation with local residents on a detailed scheme layout.**
3. **Approves the suspension of Footway Parking Regulations in Wyteleaf Close providing parking takes place in accordance with the Council's criteria for footway parking.**

INFORMATION

PART 1 – MEMBERS, PUBLIC AND PRESS

Reasons for recommendation

To allow the Cabinet Member to discuss with petitioners in detail their concern with parking in Wyteleaf Close.

Alternative options considered

None as the petitioners have made a specific request for parking on the footway.

Comments of Policy Overview Committee(s)

None at this stage

Supporting Information

1. A petition with 47 signatures has been received from the residents of Wyteleaf Close requesting permission to park on the footway, which represents over half of the households in the road. The petitioners have signed to the following heading:

“When the cars are parked on this road it is impossible for any ambulance or delivery vehicles to go through. If allowed to continue it could have dangerous consequences.

We, there, request you consider allowing people to park the car half way up the footpath so that ambulance can go without hindrance any time”.
2. Wyteleaf Close is indicated on Appendix A and is effectively a cul-de-sac from the junction with Howletts Lane. It is a relatively recent residential development and all houses have off-street parking facilities. The width of footways is approximately 2 metres and the carriageway approximately 5.5 metres wide.
3. The width of carriageway could support the parking of cars on one side only and retain sufficient width for the passage of emergency vehicles. It would appear however that residents want to park on both sides of Wyteleaf Close probably outside their homes.
4. The Council’s criteria for the introduction of Footway Parking Schemes is that it can only take place on flexible surfaced footways such as tarmac and that a minimum of 1.5 metres must remain for the benefit and safety of pedestrians. A further criteria is that parking should not take place within 15 metres of a junction.
5. It is the usual practice to suspend the Footway Parking Regulations until a detailed design and consultation has been carried out. If the Cabinet Member does approve the resident’s request, it is recommended that withholding of enforcement only applies to those areas where it is permissible to park on the footway within the Council’s criteria as mentioned earlier in the report.

Financial Implications

The investigation, design and consultation of residents can be undertaken with in-house resources. However, if subsequently the Council were to consider formalising Footway Parking Exemptions a bid would be required to the made suitable funding.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

It will respond to the petitioners request in accordance with the Council criteria for Footway Parking.

Consultation Carried Out or Required

This would be carried out with residents when detailed plans have been drawn up.

CORPORATE IMPLICATIONS

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.

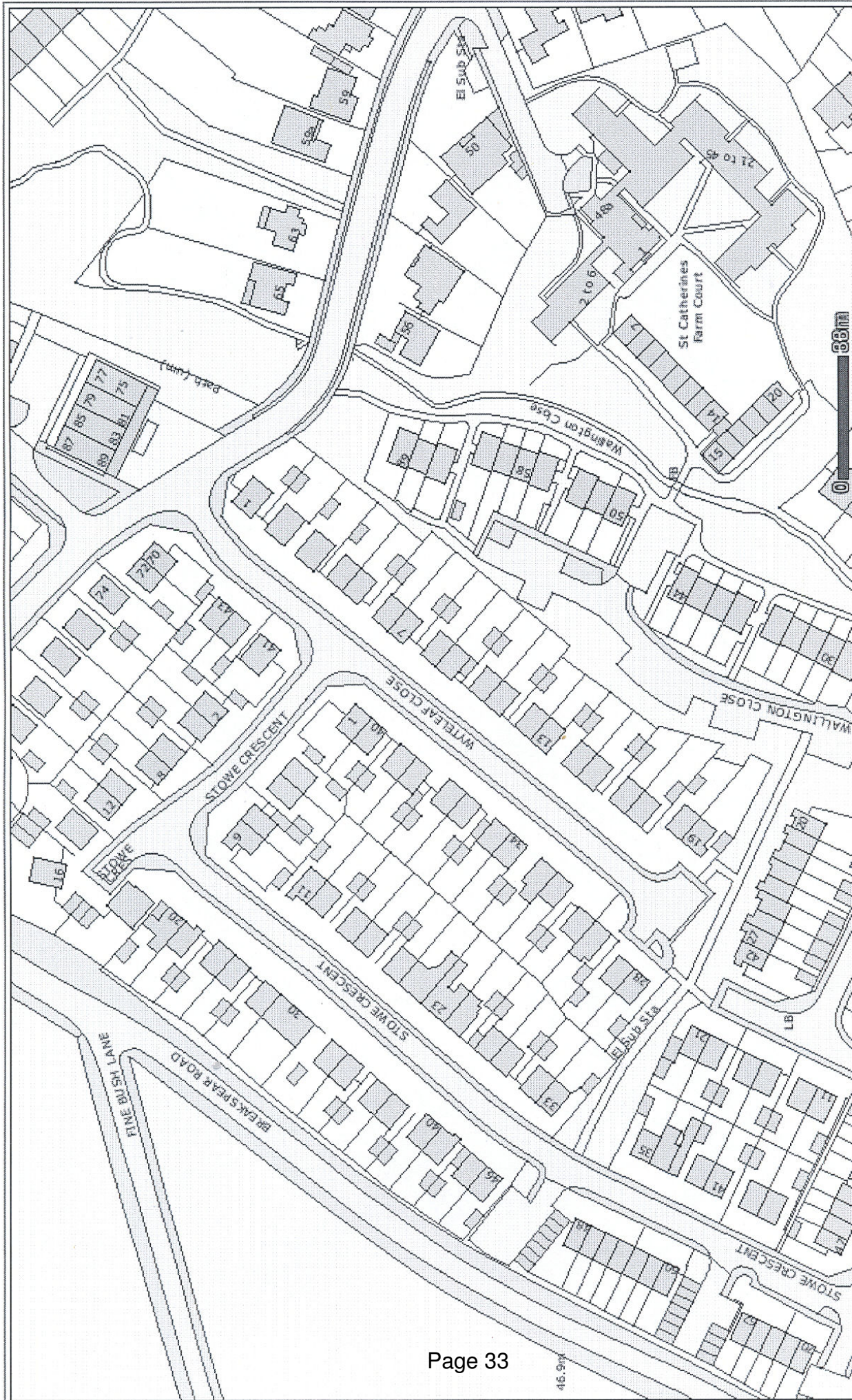
The Cabinet member may, pending the completion of the statutory consultation for the proposed scheme, issue an executive direction not to enforce against parking infringements on Wyteleaf Close. However, an executive direction given by the Cabinet member would not override the statutory powers that the 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 Wyteleaf Close pending the making of a formal parking order.

BACKGROUND PAPERS

Petition dated 26th May 2009

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APPENDIX A



416.974

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