

TITLE: MERRYFIELDS, UXBRIDGE – PETITION REQUESTING A RESIDENTS PARKING SCHEME

Cabinet Portfolio

Planning and Transportation

Report Author

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Papers with report

Appendix A

HEADLINE INFORMATION

Purpose of report

To inform the Cabinet Member of a petition submitted by most of the households in Merryfields requesting a Residents Parking Scheme is introduced in the road.

**Contribution to our
plans and strategies**

The request will be considered within the council's strategy for on-street parking.

Financial Cost

The estimated cost of the recommendation is £3600.

**Relevant Policy
Overview Committee**

Residents and Environmental Services

Ward(s) affected

Brunel Ward

RECOMMENDATION

That the Cabinet Member approves

1. The installation of "At any time" waiting restrictions on the east side of Merryfields from its junction with The Greenway and the northern flank wall of No. 10 Merryfields
2. Detailed design and statutory consultation for Merryfields to become part of the Uxbridge South Residents Permit Parking Scheme.

INFORMATION

Reasons for recommendation

The petition was signed by a majority of the households in Merryfields requesting the introduction of double yellow lines and residents parking.

Alternative options considered

None

PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with Petitioners 15 July 2009

Comments of Policy Overview Committee(s)

None at this stage

Supporting Information

1. A petition with 27 signatures has been received from residents of Merryfields asking the council for a Residents Parking Scheme. It was signed by a majority of the households in Merryfields. In a covering letter to the petition, it is pointed out by residents that as the carriageway is narrow, parking on both sides severely restricts the passage of vehicles and would prevent access for emergency vehicles. Parking by non-residents also obstructs private driveways. In the letter the residents suggest a single yellow line should be installed on one side of Merryfields between The Greenway and The Drive between Nos. 9 and 10. This implies the request refers to the east side of the road.
2. Merryfields is a small cul-de-sac with a junction to The Greenway. Its location is indicated on Appendix A. Although the majority of Uxbridge South is now part of a Controlled Parking Scheme, consultations in the past have indicated there was no overall support from residents of Merryfields to be included in the scheme. It would appear there is now overwhelming support and it is recommended the Cabinet Member approves detailed design and statutory consultation for The Close to be included within the Uxbridge South Parking Scheme. The usual procedure has been to include roads that petition to join an existing scheme in a subsequent review. However, with overwhelming support demonstrated by the petition the Cabinet Member may like to consider statutory consultation is undertaken in advance of the next review.
3. Although the petitioners are requesting the introduction of a single yellow line on one side of Merryfields, it is recommended to the Cabinet Member that consideration be given to the introduction of double yellow lines in order to secure adequate access "At all times" particularly, for emergency vehicles.

Financial Implications

The cost to introduce "At any time" waiting restrictions as requested by the petitioners is estimated to cost £1100 which can be funded from an allocation from the Parking Revenue Account surplus for the installation of yellow lines. The estimated cost to include Merryfields in the Uxbridge South Parking Scheme is £2500. This will require an allocation from the Parking Revenue Account surplus.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To introduce parking controls as requested by the residents.

Consultation Carried Out or Required

Before waiting restrictions or a Residents Permit Parking Scheme can be introduced into Merryfields, the council is required to carry out statutory consultation to allow members of the public an opportunity to object.

CORPORATE IMPLICATIONS

Corporate Finance

None at this stage

Legal

Consultation must be undertaken when proposals are still at a formative stage, must give sufficient reasons to permit the consultee to make a meaningful response, must allow adequate time for consideration and response, and the results of the consultation must be conscientiously taken into account in finalising any proposals. Fairness and natural justice requires that there must be no predetermination of a decision which went beyond a legitimate predisposition to a certain conclusion: see *R (Wainwright) v Richmond upon Thames London Borough Council* [2001] EWCA Civ 2062, [2001] All ER (D) 422, and *Bovis Homes Ltd v New Forest District Council* [2002] EWHC 483 (Admin).

Section 122 of the Road Traffic Regulation Act 1984 means that the Council as traffic authority has a statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic.

The programmes referred to in this report can properly be considered by the Cabinet Member as one element comprising a range of measures to ensure the discharge of that duty.

BACKGROUND PAPERS

Petition dated 31st May 2009