

PARK LANE, HAYES – PETITION OBJECTING TO PROPOSED WAITING RESTRICTIONS

Cabinet Member	Cllr Keith Burrows
Cabinet Portfolio	Planning, Transportation & Recycling
Officer Contact	Caroline Haywood Planning, Environment, Education and Community Services
Papers with report	Appendices A & B

HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member of a petition received objecting to proposed waiting restrictions in Park Lane, Hayes. This must be considered by the Cabinet Member before a final decision can be made on the proposal.
Contribution to our plans and strategies	The petition will be considered along with all other representations from the consultation in accordance with the Council's strategy for road safety initiatives
Financial Cost	There are none associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents' & Environmental Services
Ward(s) affected	Charville

RECOMMENDATION

That the Cabinet Member:

- 1. Meets and discusses with petitioners their concerns with the proposed waiting restrictions for Park Lane.**
- 2. Asks officers to take the petition into account including relevant points raised by the petitioners at the petition evening together with all other representations from the public in the forthcoming report on the consultation results for the waiting restrictions.**

INFORMATION

Reasons for recommendation

The Council has given public notice of the proposals for waiting restrictions in Park Lane, Hayes. It is a requirement that all objections must be considered by the Council before making a final decision on proposals. The petitioners' objections should be considered along with all other representations submitted to the Council before the Council makes a final decision.

Alternative options considered / risk management

None at this stage, as the Cabinet Member when considering the report outlining all other objections can decide to either approve the scheme or modify it or take no further action.

Comments of Policy Overview Committee(s)

None at this stage.

Supporting Information

1. A petition with 54 signatures has been submitted to the Council under the following heading "we the residents of Park Lane, Hayes object to the notice the Hillingdon (waiting and loading restrictions) (consolidation) (amendment no) order 2011 Park Lane, Hayes reference 4W/06/CH/08/06/11 regarding the extension of yellow lines between junction of Park Lane and Westacott".
2. Park Lane is a residential road and is used as a secondary route to Hayes Park School and Kingshill Avenue shops. The primary route servicing the school is Lansbury Drive. There is a side entrance in Park Lane leading into Hayes Park which has five businesses on site. Though this entrance is not used by lorries, it is a vehicle access for cars and bicycles. A plan of the area is shown on Appendix A.
3. Park Lane is a wide road with vehicles allowed to park with two wheels on the footway without affecting two-way traffic. The footway parking starts 15 metres from the junction with Westacott. There are existing 'At any time' waiting restrictions (double yellow lines) for ten metres on each arm of this junction. On this junction there are also mature trees located on both sides of the junction outside No 12 and No 14 Park Lane between the waiting restrictions and the start of the footway parking (see Appendix B for details). The road is heavily parked throughout the day even though a high number of properties have off street parking.
4. A request was received from a resident of Westacott through the Council's road safety suggestion programme asking for the existing yellow lines to be extended to remove vehicular parking to improve sightlines.
5. Council officers visited the site and parking was observed taking place on the main carriageway between the waiting restrictions and the start of the footway parking on both sides of the junction. The vehicles parked in this way were restricting visibility for vehicles exiting Westacott, increasing the risk of accidents. Visibility of southbound vehicles in particular was observed to be a problem, as the location of the nearby tree combined with the parked vehicles consequently reduced sight lines forcing vehicles to enter fully into the road before being able to see oncoming vehicles.

Cabinet Member meeting with Petitioners – 25 January 2012

6. Consequently, it was proposed to extend the existing 'at any time' waiting restrictions on Park Lane to the start of the footway parking exemption to improve road safety and visibility. The restrictions would remove two kerbside parking spaces. The proposed restrictions are shown on the plan attached as Appendix B of the report.

7. The proposals were subjected to the usual statutory consultation procedures. Notice of intent was advertised on 8th June 2011 with a consultation period of 21 days. During the public consultation period, one objection letter and a further objection letter together with a petition of 54 signatures was received. Only two of the signatures were from Westacott and the rest were from Park Lane.

8. The objection letter states that a neighbour parks outside their house and this neighbour would have to pave over their own front garden if the restrictions go in.

9. In the letter accompanying the petition, the grounds for objection to the scheme were stated generally that parking controls would take away parking for residents outside their properties, increase traffic flow and were considered to be a waste of money.

10. The letter states:

'The extension of the yellow line between Park Lane and Westacott will not improve the 'eye lines' for drivers exiting Westacott onto Park Lane.....Where the proposed lines are to stop, vehicles are then permitted to park on roadside still obstructing the "eye lines" view This would mean that all vehicles parked on Park Lane all the way up and down the road would have to disappear to enable the "eye lines" to achieve a clear view.....Why has this corner been singled out when there are more important corners that should have this order without a question'.

The petitioners say Park Road suffers problems with school buses allegedly being parked there over night, with the drivers parking their cars in Park Road and driving the school buses away. Some vehicles are reported as being parked here all day creating further problems for traffic flow. It was suggested that the existing restrictions should not have been installed originally as it was claimed that there was no history of any problems.

11. The petition says it is sometimes difficult to park outside the residents' own homes. By increasing the yellow lines, more cars will be unable to park outside their own property. *'The heavy flow of traffic from Park Road into Park Lane is the issue here not the yellow line extension.'*

12. The petition states *' there is overwhelming resentment by the residents of Park Lane that this amendment is not the real issue here and they are being victimised for parking their car outside their own houses and therefore the residents of Park Lane should not be penalised by taking away what is already short parking space on Park Lane.'*

13. The Cabinet Member will nevertheless be aware that the Highway Code 2007 says that drivers "should not stop or park opposite or within 10 metres or 32ft of a junction except in an authorised parking space" and therefore residents should appreciate that parking should not in any case take place at the limited area covered by the proposed yellow lines, which would only serve to reinforce the requirements of the Highway Code.

14. It is intended to submit a report to the Cabinet Member detailing all the representations received and it is recommended therefore that the Cabinet Member listens to the petitioners concerns and asks officers to take these into account when completing the report.

Financial Implications

There are no cost implications with this report.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the concerns of petitioners to be taken into account with all other representations that have been made to the Council regarding the proposed extension to the waiting restrictions.

Consultation Carried Out or Required

Consultation has been carried out on this proposal through a notice on site and in the local press. Local Councillors have also been consulted.

CORPORATE IMPLICATIONS

Legal

In relation to recommendations 1 and 2, at this stage there are no special legal implications for the proposed actions outlined above. However, should there be a decision that formal parking and traffic controls are to be considered, then the relevant statutory provisions will have to be identified and followed.

In all cases, 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.

BACKGROUND PAPERS

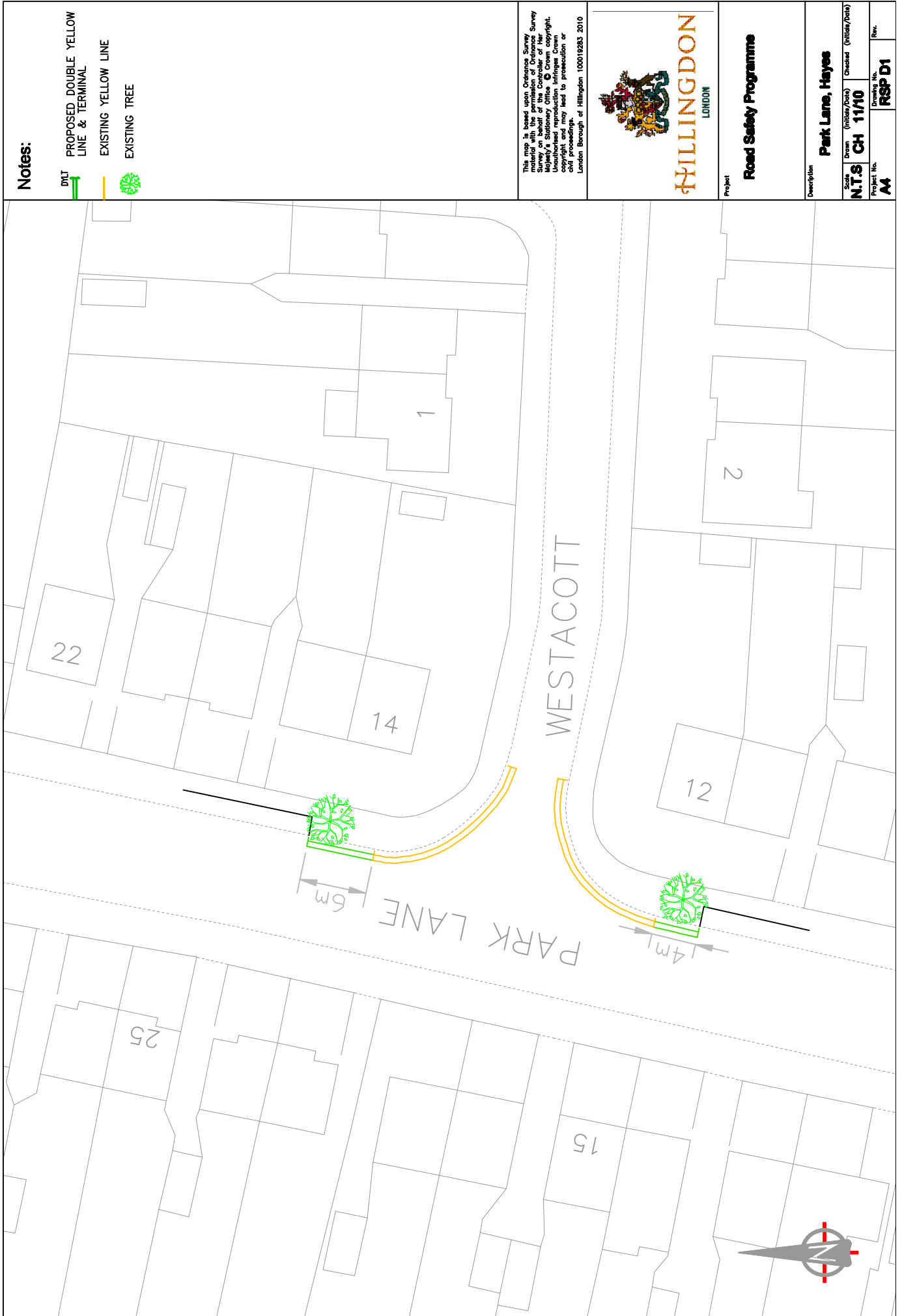
- Traffic order advertised: 8th June 2011
- Objection letter received: 24th June 2011
- Objection petition with letter received: 29th June 2011






Area plan

Date July 2011

Scale 1,500



Notes:

- DMT  PROPOSED DOUBLE YELLOW LINE & TERMINAL
-  EXISTING YELLOW LINE
-  EXISTING TREE

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 London Borough of Hillingdon 100019283 2010



Project		Road Safety Programme	
Description			
Park Lane, Hayes			
Scale	Drawn (initials/date)	Checked (initials/date)	Rev.
N.T.S	CH 11/10		
Project No.	Drawing No.		
A1	RSP D1		