

# KINGSHILL AVENUE, HAYES - PETITION REQUESTING A "STOP AND SHOP" PARKING SCHEME

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| <b>Cabinet Member(s)</b>    | Councillor Keith Burrows                        |
| <b>Cabinet Portfolio(s)</b> | Planning, Transportation and Recycling          |
| <b>Officer Contact(s)</b>   | Steven Austin<br>Residents Services Directorate |
| <b>Papers with report</b>   | Appendices A & B                                |

## **1. HEADLINE INFORMATION**

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| <b>Summary</b>                                  | To inform the Cabinet Member that the Council has received a petition requesting a "Stop and Shop" parking scheme in front of the shops on Kingshill Avenue, Hayes. A plan of the area is attached as Appendix A. |
| <b>Contribution to our plans and strategies</b> | The request can be considered in relation to the Council's strategy for on-street parking controls.   |
| <b>Financial Cost</b>                           | There are no financial implications associated with the recommendations to this report.   |
| <b>Relevant Policy Overview Committee</b>       | Residents' and Environmental Services.  |
| <b>Ward(s) affected</b>                         | Charville   |

## **2. RECOMMENDATION**

**That the Cabinet Member:**

- 1. Meets and discusses with petitioners their request for a "Stop and Shop" parking scheme in Kingshill Avenue.**
- 2. Subject to the outcome of the above, asks officers to add the request to the Council's parking programme for possible consultation on an existing detailed design.**

### **Reasons for recommendation**

To allow the Cabinet Member to discuss with petitioners their concerns and if appropriate to add their request to the parking programme.

## **Alternative options considered / risk management**

None as the petitioners are requesting a controlled parking scheme.

## **Policy Overview Committee comments**

None at this stage

## **3. INFORMATION**

### **Supporting Information**

1. A petition with 71 signatures has been submitted to the Council which has been organised by two local ward councillors under the heading "*SAVE OUR SHOPS (SOS)*". In an accompanying letter prepared by the two councillors, they ask for residents to support the local shop keepers by signing the petition for a "Stop and Shop" scheme with the usual first 30 minutes free parking and the beneficial parking charges for longer periods of stay for Hillingdon First Card holders.
2. The petition is assumed to have been signed by customers to the shops and the request refers to the Hillingdon's "Stop & Shop" parking schemes. This type of parking scheme has been introduced in many town centres and some shopping parades within the Borough. Numerous requests continue to be received for these schemes, which reflect the benefits that some shopkeepers and customers derive from this type of controlled parking.
3. The location of the shopping parade in Kingshill Avenue is indicated on Appendix A. It is west of the junction with Lansbury Drive and straddles the junction with Adelphi Way. There are in excess of 35 shops in this section which appear to be supported and used mainly by local residents. Along the frontage, the Council many years ago constructed a parking bay, which allows vehicles to park "end on" which has been the long-term custom in this area. There is space for approximately 50 cars and from on-site observation there were few spaces available at any one time. It would appear therefore, long term parking probably takes place and is one of the reasons for the request for controlled parking to maximise the available spaces with a frequent turnover of visitors.
4. However, the Cabinet Member will recall hearing a similar petition for a "Stop and Shop" parking scheme in September 2008. Following the meeting with petitioners at that time, an informal consultation was undertaken on a detailed design (Appendix B). An information letter, plan, questionnaire and pre paid return envelope were delivered to all 80 premises along the parade, 37 of which are business occupiers and 43 are residents. A total of 28 responses were received to the consultation representing a 35% response rate. From these responses, 21 indicated they were satisfied with the current unrestricted parking arrangements and of these 7 were residents and 14 were business occupiers. Five responses indicated support for a "Stop and Shop" parking scheme all of which were business occupiers and two responses received were void. As it is the Council's usual practice not to introduce parking schemes unless they received the support from the majority who respond to these consultations, it was recommended at that time that no further action to install a scheme was taken.

5. However, it would appear from the latest petition that since the previous consultation the parking situation remains a matter of local concern. It is therefore recommended that Cabinet Member meets with petitioners to discuss their concerns in greater detail and subject to the outcome decides if officers should add this request to the parking programme so subsequent consultation on the existing design is undertaken.

### **Financial Implications**

There are none associated with the recommendations to this report however, if the Council were to consider the introduction of a "Stop and Shop" parking scheme for Kingshill Avenue, funding would need to be identified from a suitable source.

## **4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES**

### **What will be the effect of the recommendation?**

To allow the Cabinet Member an opportunity to discuss in detail with petitioners their concerns.

### **Consultation Carried Out or Required**

Informal consultation undertaken in June 2009.

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

Corporate Finance has reviewed this report and concurs with the financial implications set out above, noting that there are no direct financial implications arising from the recommendations in this report.

### **Legal**

There are no special legal implications for the proposal, which amounts to an informal consultation.

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 consultation.

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.

Should there be a decision that further measures are to be considered then the relevant statutory provisions will have to be identified and considered.

## **Corporate Property and Construction**

None at this stage.

## **Relevant Service Groups**

None at this stage.

## **6. BACKGROUND PAPERS**

Nil