

PETITION REQUESTING A FORMALISED FOOTWAY PARKING SCHEME TO BE INTRODUCED IN STIRLING ROAD, HAYES

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	Kevin Urquhart, Residents Services
Papers with report	Appendix A

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that a petition has been submitted from residents of Stirling Road, Hayes asking for a formalised footway parking scheme be implemented in their road.
Contribution to our plans and strategies	The request can be considered in association with the Council's criteria for Footway Parking Exemption Schemes.
Financial Cost	There are no financial implications associated with the recommendation to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward(s) affected	Townfield

2. RECOMMENDATION

Meeting with the Petitioners, the Cabinet Member:

- 1) Considers the concerns raised by petitioners with footway parking in Stirling Road, Hayes.**
- 2) Subject to further discussion with petitioners asks officers to add the request for a formalised footway parking scheme in Stirling Road, Hayes on to the Council's forward programme for the rationalisation of existing footway parking schemes.**

Reasons for recommendation

From initial investigation the layout in Stirling Road will allow footway parking to take place in accordance with the Council's criteria. However, subject to the Cabinet Member's approval of the recommendations to this report, detailed investigation would be required before a scheme could be fully designed.

Alternative options considered / risk management

None as the petitioners made a specific request for a formalised footway parking scheme.

Policy Overview Committee comments

None at this stage

3. INFORMATION

Supporting Information

1. A petition with 20 signatures has been received from residents of Stirling Road under the following heading:

"We the residents of Stirling Road Hayes by the application of our signature below, call upon the London Borough of Hillingdon to review, consult and implement the following changes to the parking on Stirling Road, Hayes.

Create parking bays/areas on the pavement, leaving the drop-kerb/cross-over areas as non parking areas. We cite the scheme implemented in St Giles Avenue, Ickenham as an example.

2. Stirling Road is a residential road situated north-east of Hayes Town and is shown on the location plan attached as Appendix A to this report. Stirling Road has footways approximately 3 to 3.5 metres wide which are made up mostly of tarmac with some paving slabs along sections at the back of the footway. The carriageway is approximately 6 metres wide, so if vehicles are parked wholly in the carriageway on both sides of the road, access would be severely impeded.

3. There is already an existing footway parking scheme in operation in Stirling Road allowing vehicles to park with all four wheels on the pavement on both sides of the road. This was implemented in March 1994 and was marked out in accordance with the signs legislation at the time. However, the road markings for this scheme are no longer maintained as they no longer comply with current national signs legislation. As a consequence footway parking enforcement has been suspended.

4. It has been mentioned by petitioners that footway parking should only be permitted where it does not cause an obstruction to off-street parking areas. Following a site visit to Stirling Road, officers noted that while the majority of properties have dropped kerbs, a number do not have formal vehicle crossings and consequently, in such cases, there is a risk that householders may be driving across the footway unlawfully. This is not a practice that the Council can condone and if a formal scheme is considered then the Council could mark bays across these unofficial dropped kerbs which would stop this practice, although it is accepted that this might make support for a formal scheme less likely. It was also noted that there are some sections of the road where footway parking could not be considered where there are service covers and in some inadequately sized gaps between the lamp posts, trees and driveways where the minimum length of a formal parking bay cannot be accommodated but where residents currently park. It is inevitable that a formalised scheme will significantly reduce the overall amount of parking in Stirling Road.

5. Petitioners have identified another road in the Borough which has a formalised footway scheme and cite this as a scheme that they feel would benefit their street. The formalised

footway parking in St Giles Avenue has footway parking bays marked partly on the footway along sections of road which allow parking to take place on both sides of the road without obstructing the carriageway. Signs are placed at both ends of where the footway parking begins and terminates to indicate that vehicles must park in the marked bays on the footway. The same type of formalised scheme could be applied to Stirling Road but as explained above initial investigation reveals that such a scheme in Stirling Road would not provide as many parking places.

6. If the Cabinet Member were to decide for Stirling Road to be added to the Council's forward programme for Footway Parking Schemes, the next stage is to undertake detailed investigation as to what utilities such as gas, water, telephone or electricity mains may be impacted by a footway scheme. Subject to the results of this investigation a detailed design for formal consultation could be developed. The Cabinet Member will be aware that there is a large programme for these schemes and it is suggested the request for Stirling Road be added to the forward programme for the rationalisation of existing footway parking schemes.

Financial Implications

Investigation, design and consultation are undertaken within normal staff resources. The cost of introducing parking schemes will depend on the final details and this would not be known until consultation and more detailed investigation has been completed. The eventual cost of the work will need to be funded from a suitable source.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member to consider the petitioners request and available options the Council have to address these concerns.

Consultation Carried Out or Required

To add the request to the Council's programme for Footway Parking Schemes, so that subsequent design and consultation can be carried out. All residents of Stirling Road will eventually be consulted on a formal Footway Parking Scheme.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and confirms that there are no direct financial implications associated with the recommendations set out above.

Legal

There are no special legal implications with the Cabinet Member to meet and discuss with petitioners their request for a formalised footway parking scheme on Stirling Road and to consider recommendation 2 above. 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.

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