

# PETITION REQUESTING A FORMALISED FOOTWAY PARKING SCHEME TO BE INTRODUCED IN BRIDGE WAY, ICKENHAM

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

## 1. HEADLINE INFORMATION

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

## 2. RECOMMENDATION

### Meeting with the Petitioners, the Cabinet Member:

- 1) Considers the concerns raised by petitioners with footway parking in Bridge Way, Ickenham.
- 2) Notes that the creation of a formalised parking scheme will result in an overall reduction of parking capacity in comparison with the present unregulated situation.
- 3) Subject to further discussion with petitioners asks officers to investigate further the request for a formalised footway parking scheme in Bridge Way and to report back to the Cabinet Member and Local Ward Councillors on the feasibility of a scheme.

## **Reasons for recommendation**

From initial investigation the width of the footway would not appear sufficient to provide a formal footway parking scheme to take place in accordance with Council practice.

## **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 valid petition with 29 signatures has been received from residents of Bridge Way under the following heading:

*"Restricted parking in Bridge Way, Ickenham retaining the right to park on the pavement.*

*A 2-hour "No Parking" enforcement from 11am- 1pm Monday to Friday with parking allowed outside of these hours partly on the footpath as illustrated with residents permission to park at these times".*

The petition represents 13 out of the 19 properties in the road.

2. Bridge Way is a mainly residential road just a short walk to Hillingdon London Underground Station and is shown on the location plan attached as Appendix A to this report. Bridge Way has footways of approximately 1.25 to 1.5 metres wide which are made up mostly of a tarmac surface. The carriageway is between 5 and 11 metres at its widest point.

3. There is already an existing footway parking exemption in operation in Bridge Way which was implemented in June 2003 following representations made by residents of the road requesting that they be allowed to park partially on the footway. At the time the Council's normal criteria was to allow parking provided 1.5 metres of footway remained for pedestrian access. However, due to the relatively small number of properties in Bridge Way the decision was made at the time to exempt this road and to reduce the available remaining footway to 1.0 metre on both sides. As a consequence of the above, footway parking enforcement has been suspended.

4. It has been mentioned by petitioners that they would like a footway parking scheme operational between 11am and 1pm, Monday to Friday for residents only during these times. It would therefore appear that effectively residents are requesting a residents' permit parking scheme in their road. Following a site visit to Bridge Way, officers noted that the majority of properties have dropped kerbs which provide access and egress to off-street parking. It was also noted that there are some sections of the road where footway parking could not be considered where there are service covers, lamp posts, trees and other street furniture. As a

result it is inevitable that a formalised scheme will significantly reduce the overall amount of parking in Bridge Way.

5. If the Cabinet Member was to decide for Bridge Way 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 Bridge Way 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**

If following further detailed investigation a formal footway parking scheme can be recommended, then all residents of Bridge Way will eventually be consulted on proposals.

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

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

### **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 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. Accordingly, the Council must balance the concerns of the objectors with its statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

Should the outcome of the informal discussions with petitioners require that officers add the request to either the Council's overall parking programme or the Council's Road Safety Programme for subsequent investigation there will need to be consideration of Highways Act 1980, the Road Traffic Regulation Act 1984, the Traffic Signs Regulations and General Directions 2002, which govern road traffic orders, traffic signs and road markings.

### **Corporate Property and Construction**

None at this stage.

### **Relevant Service Groups**

None at this stage.

## **6. BACKGROUND PAPERS**

None.