

PETITION REQUESTING A PARKING MANAGEMENT SCHEME IN LOVETT ROAD, HAREFIELD

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition requesting the introduction of a Parking Management Scheme and double yellow lines on the corners of Lovett Road, Harefield.
Contribution to our plans and strategies	The request can be considered in relation to the Council's strategy for on-street parking controls.
Financial Cost	There are no financial implications associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents, Education and Environmental Services.
Ward(s) affected	Harefield

2. RECOMMENDATIONS

Meeting with the Petitioners, the Cabinet Member:

- 1) Listens to their request for the introduction of a Parking Management Scheme and some double yellow lines in Lovett Road, Harefield.
- 2) Subject to the outcome of the above, asks officers to add the request to the Council's extensive parking programme for further informal consultation.

Reason for recommendations

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

Alternative options considered / risk management

These will be discussed with petitioners.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 30 signatures has been submitted to the Council under the following heading "*Car parking in Lovett Road, Harefield*". A location plan of the area is attached as Appendix A.
2. In a detailed accompanying statement submitted with the petition the residents' concerns are summarised as:

"Background Information

Lovett Road was built circa 1962 as a small hammerhead development consisting of 16 properties several having shared driveway access to rear garages. As it was not a through road, the width was just over two cars wide which was adequate for what was then just the residents' traffic. When built most households were single car families and parking was mostly off road.

The Rylstone Retirement Home Complex containing 32 flats was built in the mid 1970s with the sole access being via Lovett Road. The car parking provisions for the residents were adequate initially except at weekends when relatives visited residents. Cars would then overflow into Lovett Road.

Reason for Application

Two car families are now the norm, at least one of each being "legally" parked on the road evenings and weekends. That is clear of the corners and not obstructing crossovers. Over the years there has been an increase in car ownership by the residents of Rylstone taking up any spare capacity of that complex. At weekends there is little room for visitors' cars and these are parked wherever there is a spare space on Lovett Road, generally with their wheels on the pavement. A number of Rylstone residents use mobility scooters and are consequently having to risk moving onto the road and drive around a blind corner.

To compound the problem, because of a lack of parking spaces on Church Hill, an increasing number of commercial and private vehicles are being parked in Lovett Road both during the day, overnight and weekends. This tends to be on the short length of roadway adjacent to the Rylstone entrance and on the corner just before. Inevitably they are parked facing the traffic with wheels on the pavement. The resulting reduction of road width is causing problems for both Hillingdon Authorities refuse lorries servicing Rylstone and recently a fire engine responding to what was luckily a false alarm. One parked vehicle has been damaged severely whilst others have been scratched.

The size of the vehicles and their location make the pavement unusable and create a blind corner for traffic both going to and leaving Rylstone. Not only is it a hazard to motor vehicles but as stated earlier for those residents using mobility scooters.

However, the most serious aspect is with the increase of carers attending every day, is that the risk of a serious accident is increased. To date there have been two minor collisions but the most serious was when one car had to take evasive action by mounting the pavement very close to a pedestrian"

3. Petitioners have also helpfully suggested that they would like to see the following outcome *"A parking management scheme to restrict parking to residents and provision of double yellow lines on corners to remove the risk of a serious collision and ensure a clear access to Rylestone"*. It is further suggested that *"the critical times weekdays being 8:00 and 9:00 and 16:30 and 18:30, when carers are visiting their clients on the care home"*.

4. As the petition has alluded to, the first section of Lovett Road mainly comprises of a mixture of detached and semi-detached family homes all with some off-street parking. The carriageway width is approximately 5 metres wide and is bounded on both sides by a footway measuring on average approximately 2 metres. The first part of Lovett Road is adopted highway maintained at the public expense while the rest of the road where it becomes Rylstone appears to be owned and managed by colleagues in Hillingdon Housing Services. This area appears to benefit from allocated parking bays and would not generally be considered for inclusion in a Parking Management Scheme which is enforceable by a Traffic Management Order. A plan indicating the adopted highway (shown in yellow) and the section of road that is managed by the Council's Housing Team (shown in pink) is attached as Appendix B to this report.

5. In view of the above, it is recommended that the Cabinet Member discusses with petitioners in detail their concerns and if considered appropriate, asks officers to add this request to the future parking scheme programme. As is common practice, investigations could be combined along with any other nearby roads that the local Ward Councillors feel may benefit from parking controls.

Financial Implications

There are no financial implications associated with the recommendations to this report; however if the Council were to consider the introduction of managed parking in Lovett Road, Harefield or any other of the surrounding roads, funding would need to be identified from a suitable source.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendations?

To allow the Cabinet Member to consider the petitioners request.

Consultation Carried Out or Required

If the Council subsequently investigates the feasibility to introduce managed parking in Lovett Road and possibly the surrounding area, consultation will be carried out with residents to establish if there is overall support.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and concurs that there are no direct financial implications associated with this report.

Legal

There are no special legal implications for the proposal to informally consult residents on parking restrictions. Informally consulting residents 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.

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's recommendations. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

If the decision maker recommends officers undertake a statutory consultation, the procedures that should be followed in this case are set out in the Road Traffic Regulation Act 1984 and The Local Authorities Traffic Orders (Procedures) (England and Wales) Regulations 1996 (SI 1996/2489).

If specific advice is required, Legal Services should be instructed.

Corporate Property and Construction

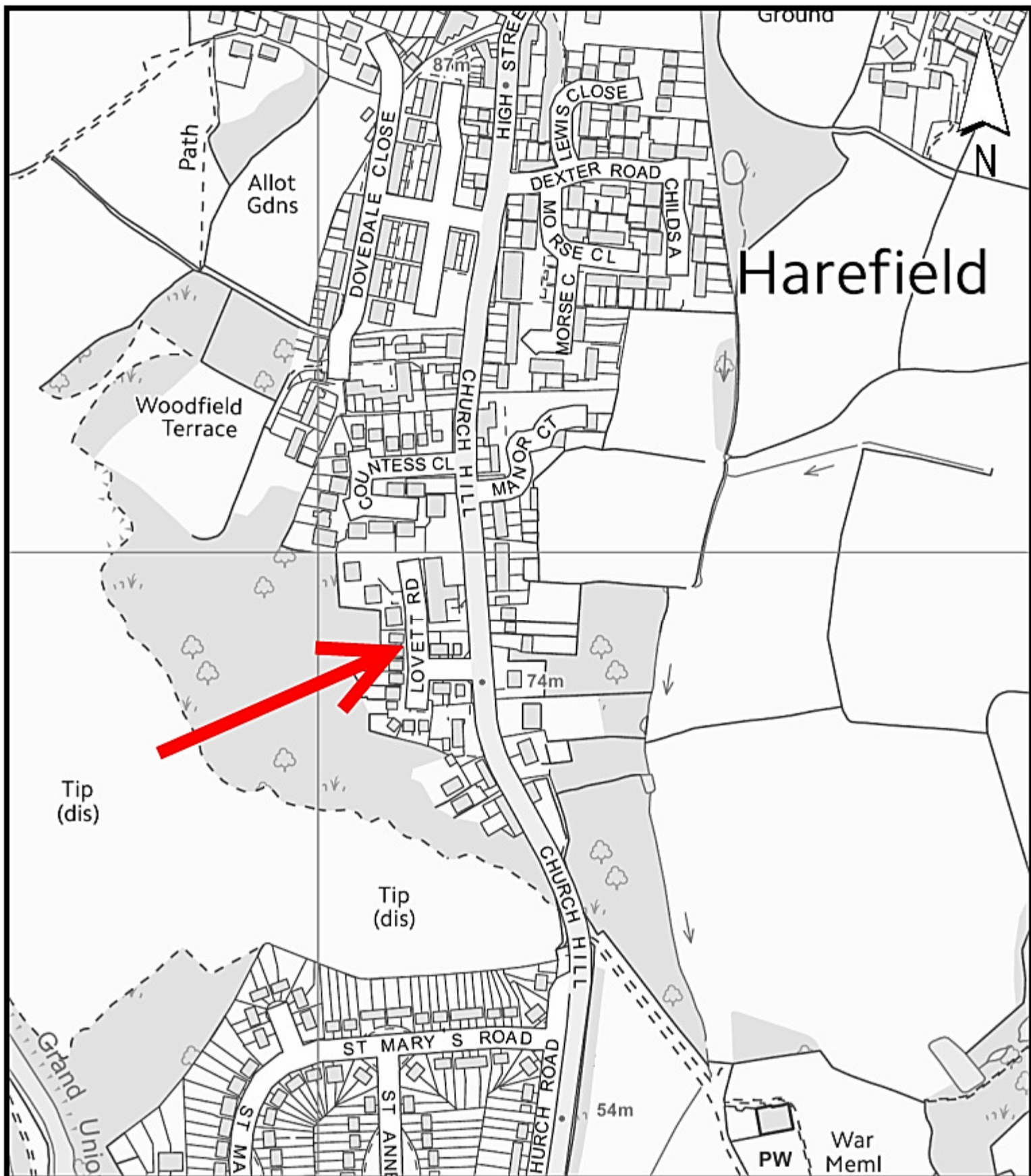
None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Nil.

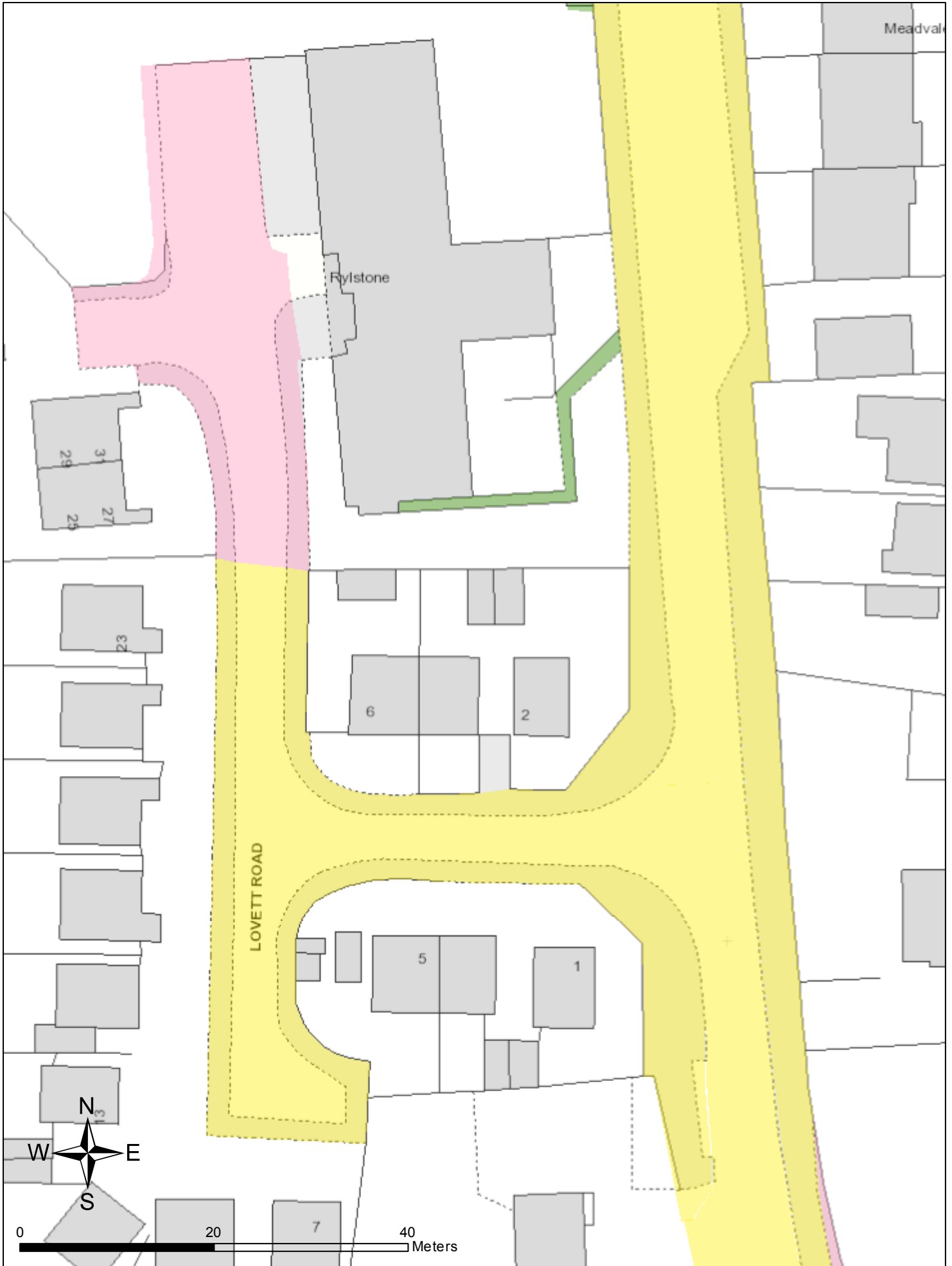


Lovett Road, Harefield
Location plan

Appendix A

Date November 2018

Scale 1:4,000



Map Notes