

PETITION REQUESTING IMPROVEMENTS TO THE FOOTWAY, DOUBLE YELLOW LINES AND PARKING BAYS FOR CRANBORNE WAYE AND WIMBORNE AVENUE, HAYES.

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	Appendix A

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition requesting footway improvements, double yellow lines and parking bays for Cranborne Waye and Wimborne Avenue, Hayes.
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	Barnhill

2. RECOMMENDATIONS

Meeting with the Petitioners, the Cabinet Member:

- 1. Listens to their request for improvements to the footway, double yellow lines and parking bays.**
- 2. Discusses with petitioners their request for double yellow lines and 'parking bays' and, subject to these discussions, decides what action officers should take.**
- 3. Discusses with petitioners their concerns regarding the condition of the footways, and, subject to the outcome of these discussions, decides whether the footways should be placed on the list being considered for planned maintenance in a future programme.**

Reasons 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 38 valid signatures has been submitted to the Council signed by residents of Cranborne Way, Wimborne Avenue and Dorchester Way.

In an accompanying statement submitted the lead petitioner has helpfully provided the following additional information:

"Pavement quality and parking conditions on Cranborne Way and Wimborne Avenue.

The pavements on Cranborne Way and Wimborne Avenue are not fit for purpose and pose a risk to those who have difficulty walking and elderly, and they need to be fixed.

There also needs to be double yellow lines on one side of Cranborne Way and Wimborne Avenue to ensure that emergency vehicles can get by, which they currently cannot in an evening and nighttime when people park on both sides of the road. This is a danger to residents in the case of an emergency."

The lead petitioner also goes on to say those residents would like to see the following outcome:

"For the pavement to be replaced with slabs, for greater parking restrictions on the road (double yellow lines) and installation on car parking bays at the entrance to and rear of Cranborne Way to allow sufficient space for traffic to go past."

2. Cranborne Way and Wimborne Avenue are mainly residential roads just a short walk to Lombardy retail park, local shops and amenities. The nearby Uxbridge Road and Coldharbour Lane benefit from a number of bus routes including the 427, 607, N207, 140, 697, E6 and U7 that provide access to destinations including Heathrow Airport, Southall, Ealing, Hayes, Hounslow and Uxbridge to mention but a few.

3. The width of the carriageway of Wimborne Avenue measures approximately 5.6 metres and is bounded on both sides by grass verges with a footway behind. Cranborne Way has a slightly narrower carriageway measuring on average 5 metres but is also bounded by grass verges, mature trees and footways. The area appears to be predominantly semi-detached family homes

most of which have off-street parking to the front of the properties for at least one vehicle and a service road to the rear which could provide further off-street parking provision.

4. The lead petitioner has asked that the footways in both Cranborne Way and Wimborne Avenue are *'fixed'*. Colleagues in the Highways Maintenance Team have advised that any carriageways and footways that are included in planned resurfacing programmes are prioritised primarily on their condition. They have advised that the Council commissioned independent consultants to undertake condition surveys for the Borough's entire highway network which includes the two roads highlighted in this petition. These surveys are used to inform maintenance decisions and consideration of footways and carriageways for inclusion in a future highways planned works programme.

5. Highways officers have also advised that as part of the Council's annual routine safety inspection programme, both Cranborne Way and Wimborne Avenue were last inspected in March 2018 during which four defects were identified and repaired in Cranborne Way. No significant defects were found on Wimborne Avenue that exceeded the Council's intervention levels for repair.

6. The petitioners have asked that double yellow lines are implemented on one side of Cranborne Way and Wimborne Avenue to prevent parking on both sides of the road. As previously mentioned, the width of the carriageway for both roads is only sufficient for vehicles to park on one side of the road and still allow vehicles to pass. It is almost inconceivable that drivers would contemplate parking on both sides of either of these roads which would effectively completely block the road to any vehicle, perhaps with the exception of a pedal cycle.

7. As the Cabinet Member is aware, some existing double yellow lines have been installed in the area at junctions to help access and egress and to promote road safety but even these were met with local opposition. It is therefore recommended that the Cabinet Member listens to petitioners' concerns and, subject to the outcome of these, decides the appropriate action for officers to take if any.

8. The lead petitioner has suggested that *'car parking bays'* are provided on the *'entrance and rear of Cranborne Way'*. As the petitioners have not specified who these bays should be used by, it is recommended that further discussion is had with petitioners to better understand their request and suggested location for these spaces.

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 Cranborne Way, Wimborne Avenue or any other highway works, 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 of introducing managed parking in Cranborne Way, Wimborne Avenue 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 concludes 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.

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

Corporate Property and Construction

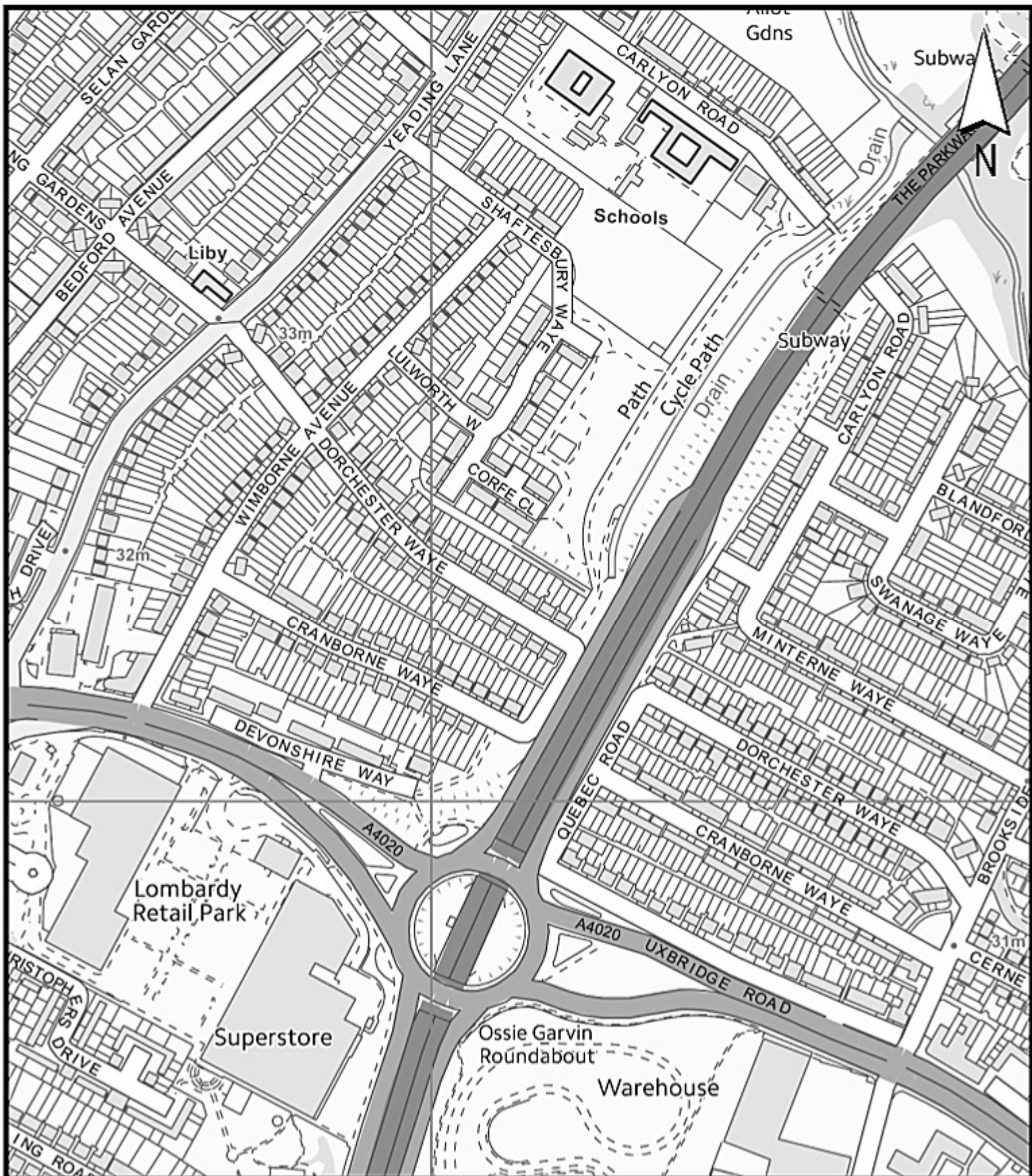
None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received.



Cranborne Way and Wimborne Avenue, Hayes
Area plan

Appendix A

Date February 2019

Scale 1:4,500