

# CROYDE AVENUE AND LUNDY DRIVE, HAYES - PETITION REQUESTING TRAFFIC CALMING MEASURES AND A PERMIT PARKING SCHEME

<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
<b>Papers with report</b>	Appendix A - Location Plan

## 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition from residents of Croyde Avenue and Lundy Drive, Hayes requesting traffic calming measures and a residents' permit parking scheme.
<b>Contribution to our plans and strategies</b>	The request can be considered as part of the Council's annual programme of road safety initiatives.
<b>Financial Cost</b>	Subject to the outcome of discussions with petitioners the Cabinet Member may be minded to commission speed and traffic surveys. The current cost of these is in the region of £85, per location and can be funded from within existing revenue budgets for the Transportation service.
<b>Relevant Policy Overview Committee</b>	Residents, Education and Environmental Services.
<b>Ward(s) affected</b>	Pinkwell

## 2. RECOMMENDATIONS

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

- 1. Listens to their request for traffic calming measures in Croyde Avenue and Lundy Drive, Hayes.**
- 2. Notes the information provided by officers in the Council's Housing Services Team.**
- 3. Advises the petitioners that the private parking areas in Croyde Avenue will not be enforced by the Council's parking enforcement contractor.**
- 4. Subject to the outcome of the discussions with petitioners over their concerns over vehicles speeds, considers asking Officers to undertake traffic surveys, at locations agreed by the petitioners and ward councillors, and to then report back.**

## Reasons for recommendations

The petition hearing will provide a valuable opportunity to hear directly from the petitioners of their concerns and suggestions.

## Alternative options considered / risk management

None at this stage.

## Policy Overview Committee comments

None at this stage

## **3. INFORMATION**

### Supporting Information

1. A petition with 109 signatures has been received by the Council, requesting traffic calming measures in Croyde Avenue and Lundy Drive and residents' permits for the off-street parking areas close to Lister House on Croyde Avenue. In an accompanying statement, the petition outlines the following problems:

*'Drivers are speeding on Croyde Avenue and Lundy Drive, had a few accidents and my own van was written off while it was stationary and vehicle in front of my van was damaged.*

*People block vehicles parked in the car park. Called the Police for help.*

*Abandoned vehicles without road tax, MOT and accident damaged vehicles.*

*People leave their vehicles in the car park and at junction of Croyde Avenue when going on holidays to avoid airport parking expenses.*

*People working at the airport leave their vehicles in the car park*

*Commercial vehicles are left in the car park over 2-3 months."*

2. Also attached to the petition was some helpful suggestions and photos submitted by residents as to what measures they would like see implemented:

*"Double yellow lines in front of Lister House car parks so people cannot block the parked vehicles.*

*We are demanding that Parking Permits to be issued to residents of Lister House who have vehicles.*

*Lister House has two car parks, 9 spaces and 16 spaces = 25 car spaces. There are 30 flats in Lister House and 27 flats opposite in Langthorne House.*

*Permit holder parking at the junction south of Croyde Avenue and Bedwell Gardens near house No.13*

*No commercial vehicles to be parked in these spaces. Width of car parks in 4.7 metres, when commercial vehicle length is 6 metres.*

*Speed Breaker of 20 miles speed at Croyde Avenue near house No.11 and No.15 Lister House.*

*Children of Croyde Avenue flats walk to school and Croyde Avenue is not a through road, it leads to Woolacombe Way and Lundy Drive. There are 400 houses around Croyde Avenue."*

3. Croyde Avenue and Lundy Drive are both residential roads just a short walk to High Street, Hayes that is served by three local bus services, the H98, 140 and 90. To the western

end of Croyde Avenue there are a number of semi-detached properties that all appear to benefit from off-street parking. The remainder of Croyde Avenue and Lundy Drive are a mixture of apartments and terraced houses with some private off-street parking areas adjacent to the carriageway. A location plan is attached as Appendix A.

4. The petitioners have raised a number of concerns so perhaps it will be helpful for the Cabinet Member for officers to comment on these in the order they were raised.

5. The first issue was a concern regarding vehicle speeds on Croyde Avenue and Lundy Drive. It is therefore suggested that the Cabinet Member may be minded to instruct Officers to commission sets of 24/7 Automated Traffic Counts on Croyde Avenue and Lundy Drive at locations agreed with ward councillors and petitioners. These will collect speed and vehicle classification information over a seven day period. The petition hearing will provide an excellent opportunity to hear the testimony of petitioners which will helpfully inform any subsequent investigations.

6. The second concern identified is with drivers who park in front of the off-street parking areas thus preventing access and egress for residents. As the Cabinet Member will be aware obstructing a dropped kerb is already a parking contravention which the Council's parking enforcement contractor, APCOA, actively enforces. It is therefore suggested that the Cabinet Member encourages the petitioners to contact APCOA's hotline on (01895 271418) if vehicles are causing an obstruction. If this does not deter inconsiderate parking then officers could investigate possible double yellow lines at this location.

7. The next concern is the issue of non-residents parking within the off-street parking areas and petitioners are demanding that "Parking Permit to be issued to residents of Lister House who have vehicles." Colleagues within the Council's Housing Services Team have advised that these bays are available for tenants and leaseholders to use on a 'first come first served basis'. In addition, under tenancy and lease terms these residents have a contractual right to use these bays in common with other residents and visitors. As a direct result of this legally binding agreement with the tenants and leaseholders, the Council is not able to implement a residents' permit parking scheme in these parking areas.

8. The final concern raised was regarding nuisance parking, un-taxed or commercial vehicles parking in the off-street bays. These incidents should be reported to the Council's Contact Centre who will ensure that these concerns will be forwarded to the appropriate team for action.

9. To summarise, although for the reasons provided by colleagues in the Council's Housing Services the request for permit parking in the parking areas cannot be considered it is nevertheless recommended that the Cabinet Member does listen to the residents' concerns over vehicle speeds and road safety and if appropriate asks officers to undertake further detailed investigation into possible solutions and report back to him.

## **Financial Implications**

If the Cabinet Member is minded to agree to undertake independent speed and traffic surveys the cost is usually in the region of £80 to £85 per location which could be funded through an allocation for the transportation and projects service. If works are subsequently required, suitable funding will be identified from Revenue Budgets within the Road Safety programme.

## **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**

None at this stage.

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

Corporate Finance has reviewed the recommendations to this report and concurs with the financial implications as set out above.

### **Legal**

There are no special legal implications for the proposal to discuss with petitioners their request for traffic calming measures in Croyde Avenue and Lundy Drive, 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. . In the interest of fairness and natural justice there must be no predetermination of a decision in advance of any wider non-statutory consultation.

In considering the residents' 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 at that time.

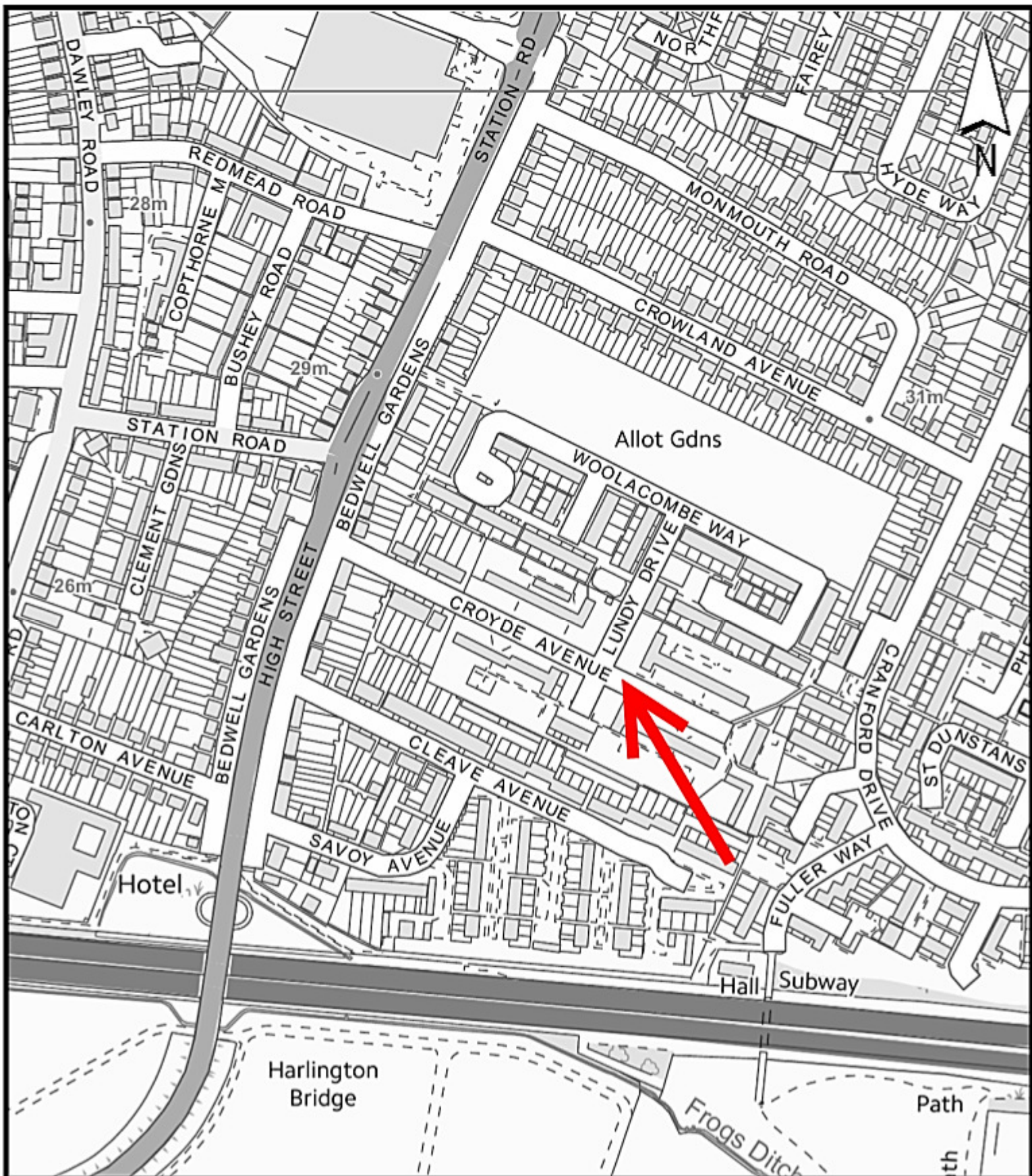
### **Corporate Property and Construction**

There are no Corporate Property and Construction implications arising from the recommendations in this report.

## **6. BACKGROUND PAPERS**

Petition received





## Croyde Avenue & Lundy Drive, Hayes Location plan

## Appendix A

Date July 2019

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