

PETITON OBJECTING TO THE PROPOSAL OF A SINGLE YELLOW WAITING RESTRICTION ON THE WHOLE OF WARREN ROAD ICKENHAM.

Cabinet Portfolio	Planning and Transportation
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Papers with report	Appendix A Appendix B

HEADLINE INFORMATION

Purpose of report	To advise the Cabinet Member that a petition has been received from local residents objecting to the proposal of a single waiting restriction on Warren Road, Ickenham.
Contribution to our plans and strategies	The petition will be heard by the Cabinet Member for Planning and Transportation in accordance with the Council's usual procedures.
Financial Cost	Implementation of the proposed waiting restrictions is estimated to cost £500.
Ward(s) affected	Ickenham

RECOMMENDATION

That the Cabinet Member:

1. Acknowledges the petition.
2. Listens to the petitioners views and concerns and notes the objection to the proposed single yellow line waiting restriction on Warren Road.
3. Agrees to undertake a review of the effectiveness of the waiting restrictions after one year.

INFORMATION

Reasons for recommendation

The Cabinet Member will wish to listen to and understand the residents' concerns. This report provides the Cabinet Member with the background to previous consultations.

Although it was clear that a significant minority of the local residents were not in support of the proposed waiting restrictions, it was decided to introduce the measures supported in the consultation on an *experimental* basis. This commits the council to a formal review of the measures after a period of up to 18 months before deciding on whether or not to make the measures permanent. During this period, the petition objecting to the waiting restrictions can be considered as part of the objections that will be assessed during the lifetime of the experimental order.

Alternative options considered

The Council could decide not to put the restrictions in.

Comments of Policy Overview Committee(s)

None at this stage

Supporting Information

1. A petition, organised by a resident of Warren Road has been presented to the Council with 96 signatures to the following request:

“We do not wish to have waiting restrictions imposed on any more parts of Warren Road. We want to be able to park freely outside our own properties without danger of contravening draconian parking systems. We do not want to have a constant worry about moving our vehicles to accommodate these restrictions”.

2. Warren Road is in the Ickenham ward. There are 78 residential properties on Warren road with off street parking. Warren Road has a junction with Swakeleys Road on its western side and Woodstock Drive on its northeastern side. Silver Birch Close is a side road located on the north side of Warren Road. Vyners Sixth form school is located on the southern side of Warren Road.
3. The Cabinet Member will recall a petition hearing in October 2008 from residents of Warren Road requesting measures to address parking and traffic management issues in Warren Road. Concern had been expressed from residents that due to the volume of cars parked in the road, residents leaving their driveways in Warren Road could not see if there was any other traffic coming down the road making this hazardous for the driver.
4. Some residents reported that they had experienced problems with students from Vyners 6th form who parked their cars slightly over the dropped kerbs in some resident's driveways. This inconsiderate parking made it difficult for residents to access their driveways. It was also thought that a number of commuters drove to Warren Road then left their cars there and car shared the rest of the journey into Central London for the whole day.
5. During the hearing the Cabinet Member instructed officers to consult residents on a waiting restriction scheme for Warren Road and Silver Birch Close (Some residents of Silver Birch Close had written in separately to the Council expressing their concerns on the thoughtless parking by commuters on their road which made it difficult for residents of Silver Birch Close to drive down this narrow road), Residents on these two roads

were consulted on two waiting times options. These options were; waiting restrictions, Monday – Friday, 10am – 12noon and the 2nd option was waiting restrictions, Monday – Friday, 10am – 11am and 2pm – 3pm inclusive during school term time only.

6. A total of 78 households on Warren Road were consulted from which there were 55 responses. This response rate is a good level of feedback for such consultations. The results were as follows:
 - 42 (76%) out of 55 respondents agreed there was a parking problem on Warren Road
 - 13 (23%) out of 55 respondents disagreed that there was a parking problem on Warren Road
 - 33 (60%) out of 55 respondents supported the idea of the proposed waiting restrictions on Warren Road
 - 22 (40%) out of 55 respondents were against the idea of the proposed waiting restrictions on Warren Road.
 - The time restriction that was in the majority of votes was for the Monday – Friday, 10am – 11am, and 2pm – 3pm inclusive during school term time only.
7. From observing the results it is clear that there is a good level of support from the respondents. The Emergency services also gave their support to the introduction of waiting restrictions following a routine visit to see if there were any access difficulties on Warren Road and finding it awkward to negotiate when they drove down there. Silver Birch Close will be kept under review following the results of the consultation as a high majority were not in favour of the proposed waiting restrictions.
8. During the consultation period, the petitioner had also separately canvassed the residents of Warren Road to seek support to oppose the Council's proposal. These canvassing opinions, which were being initiated, evoked confusion for some residents of Warren Road who at the time were receiving the consultation letter and questionnaire from the Council. This prompted several residents to contact the Council, concerned about which of these results showing the support / lack of support would be considered to be valid when deciding whether the proposal would be implemented or not.
9. The usual Council policy procedure of finding out the overall views and opinions of a proposal is via a direct letter sent to each household with a simple and unambiguous standard questionnaire attached requesting the information needed. This will establish if the majority of respondents see a problem on their road and whether they agree with the proposal or not. Respondents who agree there is a problem but do not agree with the proposal are offered to suggest alternative measures the Council could investigate.
10. Following the lead petitioner's canvassing, a petition was received by the Council, objecting to the proposal and had 89 signatures. The letter that came attached with the petition stated that:

'We do not want single yellow lines and more road furniture in addition to that which we are already suffering owing to Vyners School – school signs, double yellow lines, zig zag lines by

the entrance, the awful and simply quite dangerous narrowing system at the bottom of the road to provide supposedly safe crossing for the children and many many more.

It is completely unacceptable that following a petition concerning parking problems in Warren Road, the residents are being asked to suffer even further.

You ask us to consider whether there are parking problems on Warren Road. Let us make it quite clear. There are absolutely NO PARKING PROBLEMS on Warren Road. We do not consider the options that have been proposed to be an 'improvement project' and would prefer to suffer the busy periods rather than have a draconian parking system imposed on our road. '

11. It has to be noted that several respondents who had signed their names to the petition asking for the proposal not to be implemented also gave their support to the proposal through the Council's consultation. A letter was sent out to all residents of Warren Road following the results of the consultation. In light of the fact that there were clearly mixed feelings towards the proposal and a degree of confusion it was decided to implement the waiting restrictions as an experimental trial period of 18 months.
12. An 'experimental' traffic order must be reviewed within a set period. During this time, all views concerning the effect of the waiting restrictions will be noted and if it is felt by the residents during this period that the restrictions are failing to alleviate the parking problem then the option will be to either have them altered or to take the waiting restrictions out altogether.
13. A meeting was held with one of the Ward Councillors with the petitioner and several residents of Warren Road who held concerns over the proposed waiting restrictions. To address their concerns, they were informed at the meeting that the proposal would be for an experimental trial period of up to 18 months.
14. The Council understands the petitioners concerns and the Cabinet Member may first wish to hear the detailed concerns of the residents who live in Warren Road and how they would be affected by the proposals. It is recognised that some residents may be unhappy to accept restrictions upon their parking, but at the same time they may also accept the need to maintain a balance between parking and the need for easy access by residents and the emergency vehicles. As the majority of respondents were in agreement with the proposed waiting restrictions, they will be implemented on a trial basis.

Financial Implications

Subject to the approval of the Cabinet Member the estimated cost to install the restrictions as indicated on Appendix A would be approximately £500. This can be funded from an allocation from the parking revenue account for the installation of traffic orders

INFORMATION

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

The proposed waiting restriction will prevent all day parking and will reduce congestion.

Consultation Carried Out or Required

Informal consultation with affected residents.

Public Notice of the proposals will be given in the local newspaper and Notices will be displayed on the street affected.

CORPORATE IMPLICATIONS

Legal

Section 9 of the Road Traffic Regulation Act 1984 empowers traffic authorities to institute experimental schemes of traffic control by the making of experimental traffic orders lasting for no longer in total than 18 months. These orders are able to cover the same matters as traffic orders. The consultation and order making statutory procedures followed in this case are set out in Part 1 of the Road Traffic Regulation Act 1984 (the Act) and its related secondary legislation. Section 122 of the Act means that the Council must balance the concerns of the objectors with the statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic.

Consultation must be undertaken when proposals are still at a formative stage, must give sufficient reasons to permit the consultee to make a meaningful response, must allow adequate time for consideration and response, and the results of the consultation must be conscientiously taken into account in finalising any proposals: see *R (Wainwright) v Richmond upon Thames London Borough Council* [2001] EWCA Civ 2062, [2001] All ER (D) 422, and *Bovis Homes Ltd v New Forest District Council* [2002] EWHC 483 (Admin).

Corporate Property

Relevant Service Groups

BACKGROUND PAPERS

1st Petition received 17th June 2008

2nd Petition with additional signatures received 19 March 2009