



Democratic Services

Location: Phase II
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**To: COUNCILLOR JOHN RILEY
CABINET MEMBER FOR PUBLIC SAFETY AND
TRANSPORT**

c.c. Perry Scott, Director of Infrastructure,
Procurement, Business Improvement,
Communications, Waste Services & ICT
c.c. Chairman of Public Safety & Transport Select
Committee
c.c. Caroline Haywood, Residents Services
c.c. Ward Councillors for Heathrow Villages
c.c. Conservative and Labour Group Offices
(inspection copy)

Date: 23 September 2021

Non-Key Decision request

Form D

SIPSON ROAD, SIPSON - OBJECTION TO PROPOSED WAITING RESTRICTIONS

Dear Cabinet Member

Attached is a report requesting that a decision be made by you as an individual Cabinet Member. Democratic Services confirm that this is not a key decision, as such the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 notice period does not apply.

You should take a decision **on or after Friday 01 October 2021** in order to meet Constitutional requirements about publication of decisions that are to be made. You may wish to discuss the report with the Corporate Director before it is made. Please indicate your decision on the duplicate memo supplied, and return it to me when you have made your decision. I will then arrange for the formal notice of decision to be published.

Neil Fraser
Democratic Services Officer

Title of Report: SIPSON ROAD, SIPSON - OBJECTION TO PROPOSED WAITING RESTRICTIONS

Decision made:

Reasons for your decision: (e.g. as stated in report)

Alternatives considered and rejected: (e.g. as stated in report)

SignedDate.....

Cabinet Member for Public Safety & Transport

SIPSON ROAD, SIPSON - OBJECTION TO PROPOSED WAITING RESTRICTIONS

Cabinet Member(s)	Cllr John Riley
Cabinet Portfolio(s)	Public Safety and Transport
Officer Contact(s)	Caroline Haywood, Transport & Projects
Papers with report	Appendices A & B

HEADLINES

Summary	To inform the Cabinet Member that objections have been received to the proposed Limited waiting restrictions on Sipson Road, Sipson.
Putting our Residents First	The request can be considered as part of the Council's annual programme of road safety initiatives.
Financial Cost	There are no direct financial implications associated with the recommendations to this report.
Relevant Select Committee	Public Safety & Transport.
Relevant Ward(s)	Heathrow Villages.

RECOMMENDATIONS

That the Cabinet Member:

- 1. Considers the objections received from the statutory consultation for the proposed limited waiting restrictions on Sipson Road, Sipson; and**
- 2. Asks officers to defer the proposed limited waiting restrictions on Sipson Road, at the present time.**

Reasons for recommendations

The recommendations reflect the views expressed by local residents and the local Ward Councillors during the consultation.

Alternative options considered / risk management

The Council could decide to proceed with the installation of the limited waiting restrictions as advertised.

Democratic compliance / previous authority

None at this stage.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

1. Sipson Road is a mainly residential road within Heathrow Villages Ward and is a main route to connect West Drayton with the Bath Road. It has a 20mph speed limit with traffic calming measures. The road has two restaurants, a butchers and local post office. The road is also part of the 222-bus route and is used by coaches to access local hotels. A plan of the area is shown on Appendix A to this report.

2. As a result of representations from residents a detailed site investigation was undertaken by Council officers.

3. Officers observed that there are existing double yellow lines on the junctions of the road with sections of single yellow lines and parking bays, which are from an old parking scheme that was removed and should have been replaced with the single yellow line, as per the traffic order. Vehicles are parking on both sides of the road in the form of a chicane, which allows access for one vehicle at a time in places.

4. As a result of the investigation, it was agreed to readvertise the limited waiting restrictions operational Monday to Saturday 11am – Midday. The proposed waiting restrictions are shown on the plan attached as Appendix B of this report.

5. The Cabinet Member agreed to take the proposal through the statutory 21-day consultation process, which involved the placing of advertisements in the local press and the display of public notices on site. During this period the Council received 13 emails of objection.

6. The first objector stated "*Given the fact we are not allowed to park in our driveway, and most of the time no parking on the road because you have Heathrow staff parking their car and vans or you have holiday travellers parking their car on the road that we resident have to struggle to find a car park having a baby and toddler myself. Can you imagine the problem I have going in and out with baby and toddler and when you have shopping bags to carry out?*"

We object to the scheme or else parking is only allowed to resident permit holder only H1. We have a permit that cannot be use since in other household some have 2 to 3 cars and we struggle to find a car park. “

7. The second objector stated *"There are allocated parking bays for four vehicles one of which is a disabled parking position, these have been in place since April 2002, we have never received any correspondence to advise these are not authorised positions nor is there any road signs to advise this?Can I confirm what provision is in place for parking of residents if these are withdrawn, as this simply is not fair for us residents, there is no parking available and we are reliant on this small area....."*

8. The third objector stated *"We kindly ask you to reconsider this matter as the parking spaces we have here are the only ones available for residents. Unless you give us an alternative if you remove this parking lines, we have no were to park."*

9. The fourth objector stated *"My concerns are that the proposed single yellow line directly outside my house in unnecessary and counterproductive. We do not currently have issues with parking, however the installation of a single yellow line will cause chaos and parking wars for the residents who are already very dependent on the four spaces available.....There will be no parking spaces at all available for residents if these plans go ahead. The only highways problem is vehicle driving too fast and actually I feel a pedestrian crossing or traffic calming road hump just after the bend would be more beneficial to the local neighbourhood. Alternative arrangements for residents parking have to be considered if this yellow line goes ahead."*

10. The fifth objector stated *"The proposed single yellow lines are highly unfair to residents, like myself, who have lived on this road for many years and parked responsibly, despite only having one small parking space in out front yard.....My concern is if this proposed plan was to take place, where would my family and it's 3 cars go as there are no other parking places available for us. We are working people in this household, and we are in constant need of our cars."*

11. The sixth objector stated, *"We are owning a van and as we noticed there is not any space for parking on side roads and some cars on the side roads has been broken in and we are concerned about this problem."*

12. The seventh objector stated *"The idea of taking away the only parking available to the people who live in this row of properties is ridiculous and totally unfair. The parking in Russell Gardens is at capacity past there to the King William pub and beyond is full going in the direction of the plough pub going to the top of the road there is no parking then turn left or right there is no parking as far as the eye can see, everybody deserves to have somewhere to park within a safe distance from their front door, the parking bay is used by disabled residents and at least 2 families with autistic children i do think the needs of our families need to be reconsidered."*

13. The eighth objector stated *"We have a 1-year-old and another due in June, to remove the parking currently directly outside our property would mean that we would then have to walk 200 yards with a toddler whilst pregnant and then once the baby is born this would then cause*

further inconvenience. Having lived in the property for a few weeks now I have never encountered traffic queues or near misses along this route so I am not understanding of the issue, on the odd occasion a Bus may have to slow by 10 seconds and wait for a passing car. Perhaps an alternative may be to drop the curb and install driveways for people if the parking is causing that much of an issue. “

14. The ninth objector stated *“We currently have a Parking Bay that allows 3 cars to park and an additional space for disabled residents. I believe that this is what you refer to as obstructive parking. What I understand is being proposed is that you remove this bay and implement yellow lines that can then be parked on with the exception of the hours 11am till noon Monday to Saturday, however we would then have to place all 4 wheels in the road, I’m positive that if we all parked along the road using this method, we will actually cause far more danger than is current and as I live on the bend this would affect the busy bus route and probably cause many more accidents. As it stands at the moment vehicles parked in the bay are often hit and end up losing wing mirrors as the road is too narrow for 2 vehicles to pass each other and many people do not slow down enough so drive in a dangerous manner, there have been a number of serious accidents with vehicles colliding with the stationary cars of the residents. The obstructions experienced for residents in the current area is often caused by parked taxis waiting to collect fares from the airport so will not be affected by your proposed plan.*

As a disabled resident that relies on people being able to visit the plan you propose will cause parking issues as there is already not enough parking and will cause problems for the residents whom currently have to park in surrounding roads and I’m sure that the proposed plan will cause issues in the area. As a suggestion - if you want a sensible solution maybe actually increase the amount of parking for residents, implement permit parking 24 hours a day - Place speed reducing measures in the road and allow residents who choose to have their walls removed and an allocated parking outside their home. (A driveway with dropped kerb).”

15. The tenth objector stated *“I do have concerns regarding your parking proposals. There are 3 parking spaces plus a disabled bay which are partly on the Footpath. This allows space for vehicles to pass both ways without too much obstruction to passing traffic. It would seem your proposal would remove these bays and replace them with a yellow line with some parking restrictions (11.00-12.00).*

The 3 main concerns I have is - A lot of the parking obstructions caused in this area are caused by Ubers and Cab drivers waiting for fares from the Airport. They are with their vehicles and are not therefore not ‘parked’ so won’t be affected at all by these changes. Removal of the Bays which allow parking on the footpath will actually increase the obstructions on the Sipson Road as cars will now have to park completely on the Road, meaning 2-way traffic moving along the road will become almost impossible (at the moment only large vehicles are obstructed by the bay parking. There is not enough Off-road parking in the area to allow the residents to park anywhere else if these bays are removed - especially if the Parking Restrictions proposed are changed later. Resident parking or allocated parking spaces at off road parking may help alleviate the parking issues faced by residents and their guests on the road without punishing them.

Can the Council guarantee that the proposed lenient 1-hour parking restriction won’t be changed to more severe restrictions at a later date once approval has been granted? (For

example to a 23-hour parking restriction - solely to increase Councils coffers with parking fines mainly taken from the residents and their guests). Speed is a concern with the road and these parking changes may cause issues as although the speed limit is 20 MPH, it is not enforced. Speeding drivers often come down the road at high-speed increasing the dangers of the obstructive parking - a lot of residents' cars have had wing mirrors knocked off by speeding cars and there have been numerous accidents with Speeders ploughing into parked cars. Speed Enforcement down the road (perhaps Average Speed Cameras) may help improve road safety and help reduce accidents."

16. The eleventh objector stated "I appreciate that you are proposing this scheme to reduce the traffic, however, we need to have a parking space at least somewhere. It is very difficult to get parking on Sipson Road near our house. We are not within the zone for parking in Kenwood close which is right behind the house. The council garages in Kenwood close are also not available. People who use Heathrow to fly and who work in the airport park in Sipson Road and sometimes cars are left for months without moving and the people who have the garages are also parking in the streets which reduces our chances to get a parking space and there is an increase in congestion on Sipson Road. If we get a drop kerb then we have a place to park. If council put a parking zone it will massively reduce the park and fly incidents and other non-resident people parking unnecessarily. If the proposed scheme goes ahead we will have no parking space anywhere near to the house, which is not right and also considering that we have children it makes our life very difficult."

17. The twelfth objector stated "I would like to say although the proposed restrictions sounds good will have a big impact on us the residents living here. There is a yellow line already in place but with restrictions over 7.5t. The problem is not with the residents' cars as I believe we all should have a parking space. The problem is with the taxi drivers and people from other neighbours coming and abandoning their cars here. In my opinion I don't believe the new waiting restrictions will help us the residents as everyone will still be able to park after midday. I do believe a new restriction with parking only for residents will help a lot more better and who doesn't want to pay for residents parking will need to find another location to park. For example I have one of my cars parked in a bay outside as I don't use it Monday to Friday as I am being at work but then I use it over the weekends. If you impose the new waiting limit what will it happen with my car? Don't you think residents only will be a lot more better and probably even pay by phone parking which will bring more money to the council. I will be more than happy to pay for 2-3 resident permits if needed to have them on my cars. 11am to midday everyone will be at work so it won't help the residents at all when they are coming back from work."

18. The thirteenth objector stated "Upon receiving the letter it is to my understanding that the scheme would be operational for all of one hour a day, this seems pretty much defeating the object when the obstructive parking takes place by local taxis whenever they wish, whether this be mid-day or evening or even early morning. There is very limited parking for the 12 homes within the subsection of my street to which we struggle to park as it is, by removing the 3/4 spaces outside the properties I feel well penalise residents when in fact it's not us causing obstruction. I feel as though a sensible suggestion to prevent obstructive parking from those who just pull up when they like would be to introduce permits perhaps so that those who live in this subsection of the street can still park outside of their homes, as we know how to park in such a way that it doesn't cause an obstruction."

I feel it's pretty drastic to suggest the implementation of a yellow line scheme when this in fact is the first we as residents have heard about issues regarding parking outside the properties. I'm not quite sure what making this yellow line active for one hour a day for 6 days a week is going to achieve but I feel it's not going to be much as the local taxis don't stop working on a Sunday. Even down to the fact that as a household that owns two cars one of which uses the blue badge space I feel this would inflict ourselves and even our neighbours who uses a large van for work, where are they supposed to park? I feel as though a permit system would be of far more benefit."

19. This section of Sipson Road was previously included in the Residents Permit Parking Scheme at the southern end, however, it was removed at the request of the residents at the time. If the residents would now like to be included in the Residents Permit Parking Scheme, then they would need to petition the Council requesting this.

20.. After careful consideration of comments received from the statutory consultation and the views of the local Ward Councillors; it is recommended that the Cabinet Member agrees to defer the proposed limited waiting restrictions in Sipson Road, as shown in Appendix B to this report.

Financial Implications

There are no direct financial implications associated with the recommendations to this report.

RESIDENT BENEFIT & CONSULTATION

The benefit or impact upon Hillingdon residents, service users and communities?

There will be no changes to the existing parking arrangements on Sipson Road.

Consultation carried out or required

Consultation has been carried out on this proposal through a notice on site and in the local press. Local Ward Councillors have also been consulted.

CORPORATE CONSIDERATIONS

Corporate Finance

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

Legal

The Borough Solicitor confirms that there are no legal impediments to the Cabinet Member agreeing the recommendations set out in the report which are in accordance with the outcome of the statutory consultation.

Infrastructure / Asset Management

There are no property implications resulting from the recommendations set out in this report.

Comments from other relevant service areas

None at this stage.

BACKGROUND PAPERS

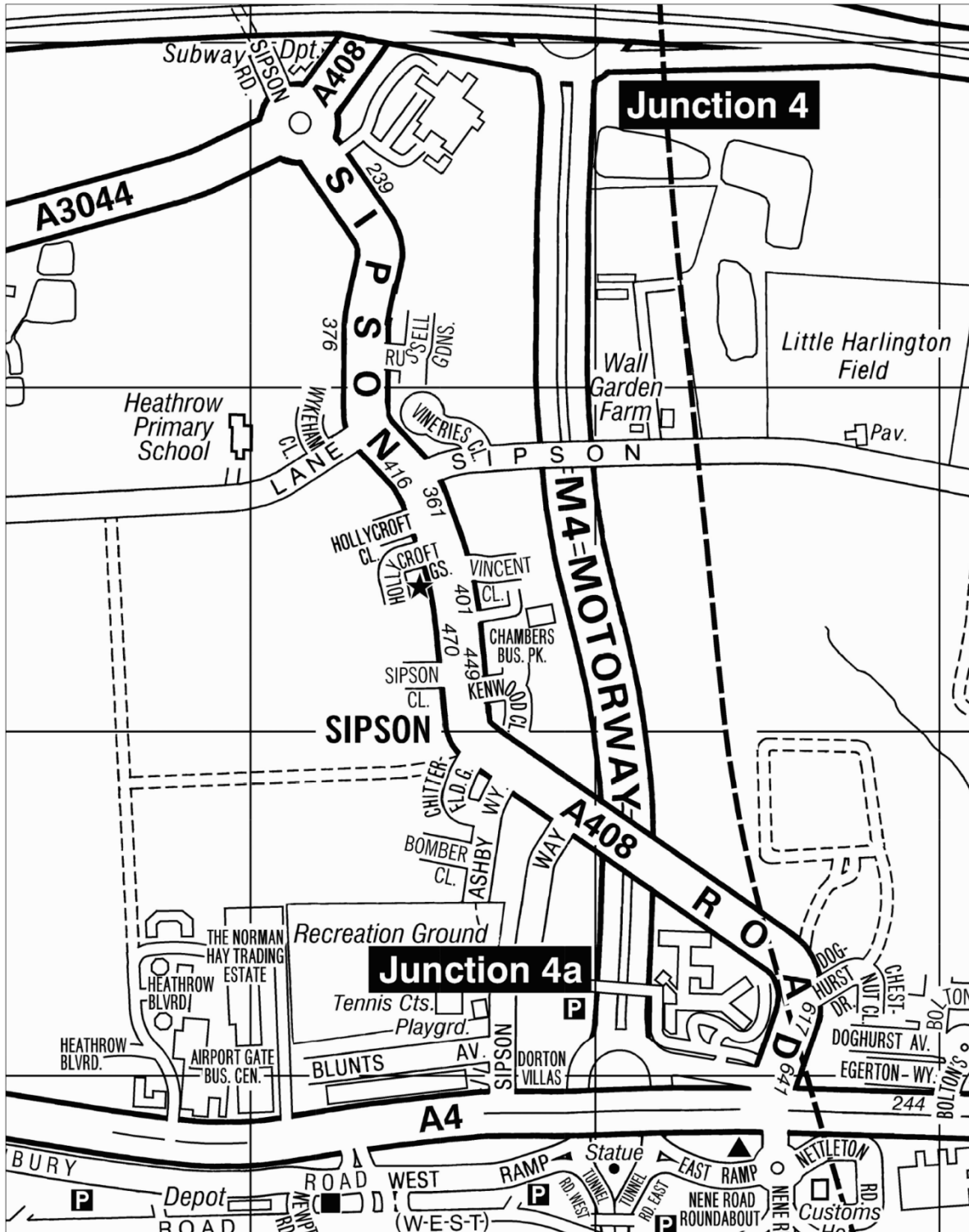
- Traffic order
- Objection emails

TITLE OF ANY APPENDICES

Appendix A - location plan

Appendix B - plan of proposal 1 & 2

APPENDIX A



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 Sipson Road, Sipson

APPENDIX B



APPENDIX B

