



Democratic Services

Location: Phase II
Ext: 0185
DDI: 01895 250185
CMD No: 815

**To: COUNCILLOR JONATHAN BIANCO
CABINET MEMBER FOR PROPERTY, HIGHWAYS
AND TRANSPORT**

c.c. All Members of the Property, Highways and
Transport Select Committee
c.c. Gordon Hill – Place Directorate
c.c. Perry Scott – Corporate Director of Place
c.c. Ward Councillors for Wood End

Date: 22 May 2023

Non-Key Decision request

Form D

PROPOSED RESIDENT PARKING SCHEME IN CRANMER ROAD, HAYES - REPORT ON FORMAL CONSULTATION

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 Wednesday 31 May 2023** 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.

Liz Penny
Democratic Services Officer

Title of Report: Proposed Resident Parking Scheme in Cranmer Road, Hayes – Report on Formal Consultation

Decision made:

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

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

Signed Date.....

Cabinet Member for Property, Highways and Transport

PROPOSED RESIDENT PARKING SCHEME IN CRANMER ROAD, HAYES - REPORT ON FORMAL CONSULTATION

Cabinet Member(s)	Councillor Jonathan Bianco
Cabinet Portfolio(s)	Cabinet Member for Property, Highways and Transport
Officer Contact(s)	Gordon Hill – Place Directorate
Papers with report	Appendix A - Location Plan Appendix B - Responses from residents during consultation

HEADLINES

Summary	To inform the Cabinet Member of the results of the formal consultation undertaken in Cranmer Road on proposed Resident Parking Scheme.
Putting our Residents First	This report supports our ambition for residents / the Council of: Be / feel safe from harm. This report supports our commitment to residents of: A Green and Sustainable Borough
Financial Cost	There are no cost implications associated with the recommendations set out in this report.
Relevant Select Committee	Property, Highways and Transport
Relevant Ward(s)	Wood End

RECOMMENDATIONS

That the Cabinet Member:

- Notes the response to the formal consultation on a resident parking scheme in Cranmer Road; and**
- Based on the views expressed during the consultation, it is recommended that the scheme be deferred at the present time.**

Reasons for recommendations

These recommendations reflect the views of local ward councillors following officer investigations.

Alternative options considered / risk management

None at this stage.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

1. A petition with 28 signatures was submitted to the Council from residents of Cranmer Road, Hayes under the following heading:

"Resident only parking for Cranmer Road - Parking permits put in place so that only residents can park as people dump their cars on Cranmer Road preventing residents from parking."

Potential one-way system on Cranmer Road - There is only space for one vehicle to pass at any given time if a vehicle comes in the opposite direction. The car must reverse out of the whole road in order to let the other vehicle pass also there are blind spots on the road. This puts safety at risk when cars are oncoming in both directions as visibility is extremely impaired."

2. Cranmer Road is a mainly residential road comprising of terraced properties with very few benefitting from off-street parking provision. At the southern end of Cranmer Road there are three blocks of garages that provides parking for 21 vehicles, but it is understood that these are not necessarily for the sole use of residents of Cranmer Road. A plan of the area is attached as Appendix A.

3. From the northern end of Cranmer Road, where it is accessed from North Road to the garages, the carriageway is approximately 7.3 metres wide and is bounded on both sides by a footway measuring on average 1.7 metres. At the junction of Cranmer Road and North Road there are some existing no waiting 'at any time' waiting restrictions to help improve access for larger vehicles.

4. Where Cranmer Road meets Tudor Road the carriageway measures approximately 4.3 metres and there is a footway on its northern side, and up to a maximum width of 1.7 metres in some places. This entrance to Cranmer Road almost appears to have originally only been intended to serve the garages previously mentioned in the report as access and egress at this junction are particularly restricted especially for commercial vehicles.

5. In their petition, residents requested one-way working in Cranmer Road and the Cabinet Member instructed officers to investigate this option. Officers have now considered this and do not believe that this is a viable option due to potential access and egress issues at the southern end of the road, especially for larger commercial vehicles.

6. The second concern raised by petitioners is regarding non-residential parking in the road and residents have requested a *"Resident Only Parking for Cranmer Road"*. As mentioned previously in this report, the majority of properties in the road do not appear to benefit from or have the opportunity to create off-street parking provision so the available kerb-side space is in great demand. In light of the concerns raised, the Cabinet Member listened to residents' concerns and suggestions to manage the parking in Cranmer Road and agreed to add this request to the Council's extensive Parking Scheme Programme.

7. Local Ward Councillors were contacted prior to the informal consultation but did not recommend any additional roads should be included in the informal consultation. A 21-day informal consultation was subsequently undertaken and a letter explaining the details of Resident Parking Schemes, a questionnaire and a reply-paid envelope were delivered to every household in the affected area, as shown in Appendix A.

8. The response rate of the consultation was 38% and the headline result was that 13 responses were in favour of a scheme whilst nine indicated that they did not support it. A detailed breakdown of the results is attached to this report as Appendix B.

9. These results were reported to local Ward Councillors who expressed some reservations that this proposed scheme might push any problem parking into surrounding roads and encourage residents of these surrounding roads to ask for the scheme to be extended further. They were also concerned that the operating times of the scheme could be found restrictive by some residents of the road.

10. Despite these reservations local Ward Councillors felt that on balance, as most residents appeared to support a scheme, the proposal should proceed to a detailed design for formal consultation; this was agreed by the Cabinet Member.

11. During the 21-day formal consultation, a letter and detailed plan were sent to every property within the area of the proposed scheme informing them of the Council's intention to implement a scheme locally; during this period street notices were erected, and public notices were placed in the London Gazette and a local newspaper.

12. During the consultation the Council received 14 responses from local residents; four of these responses were objections to a scheme in principle, whilst the remaining responses were generally supportive of a scheme but objected to the proposed hours of operation.

13. The responses that objected to the hours of operation pointed out that parking during the day is not an issue and the parking problems instead occur overnight. However, whilst they all agreed that the hours of operation should be extended there was no consensus amongst the responses as to what they should be extended to. Detailed responses are tabulated in Appendix B.

14. These results were shared with local ward councillors who were concerned with the number of objections received and suggested that a further consultation may be warranted in the future.

15. Considering the number of objections and the fact that there was no consensus on what times should be implemented instead, re-running another consultation with different operational days and times could be futile. It is therefore recommended that the proposed scheme be deferred at the present time and that residents are invited to petition if they can gain a consensus locally.

Financial Implications

There are no cost implications associated with the recommendations set out in this report.

RESIDENT BENEFIT & CONSULTATION

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

Residents' opinions have been taken into consideration.

Consultation carried out or required

Residents were informally consulted previously to see if they would like a Resident Parking Scheme extended into their road. Based on the positive responses to that consultation, this formal consultation was undertaken.

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 decision makers must ensure that there is full consideration of the representations that have been received. In exercising the power to defer the proposed installation of a Parking Management Scheme in Cranmer Road, the Council have to consider their statutory duty under section 122 of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic. The statutory duty must be balanced with the concerns raised by any objectors.

In considering the responses received, the Council must ensure that there is a full consideration of all representations arising including those which do not accord with the Officer's recommendation. The Council must be satisfied that the concerns from the public have been taken into account.

There are a set of well-established common law rules which set out the requirements of a lawful public consultation which are known as the Gunning principles. They were endorsed by the Supreme Court in the Moseley case.

The principles can be summarised as follows:

- Consultation should occur when proposals are at a formative stage;
- Consultations should give sufficient reasons for any proposal to permit intelligent consideration;
- Consultations should allow adequate time for consideration and response; and
- The product of consultation should conscientiously be taken into account by the decision maker.

There are a very significant number of judicial review cases which involve successful challenges to the lawfulness of a consultation undertaken by a public authority, so it is imperative that the Gunning principles are closely followed.

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. [OBJ]

Infrastructure / Asset Management

None at this stage.

Comments from other relevant service areas

None at this stage.

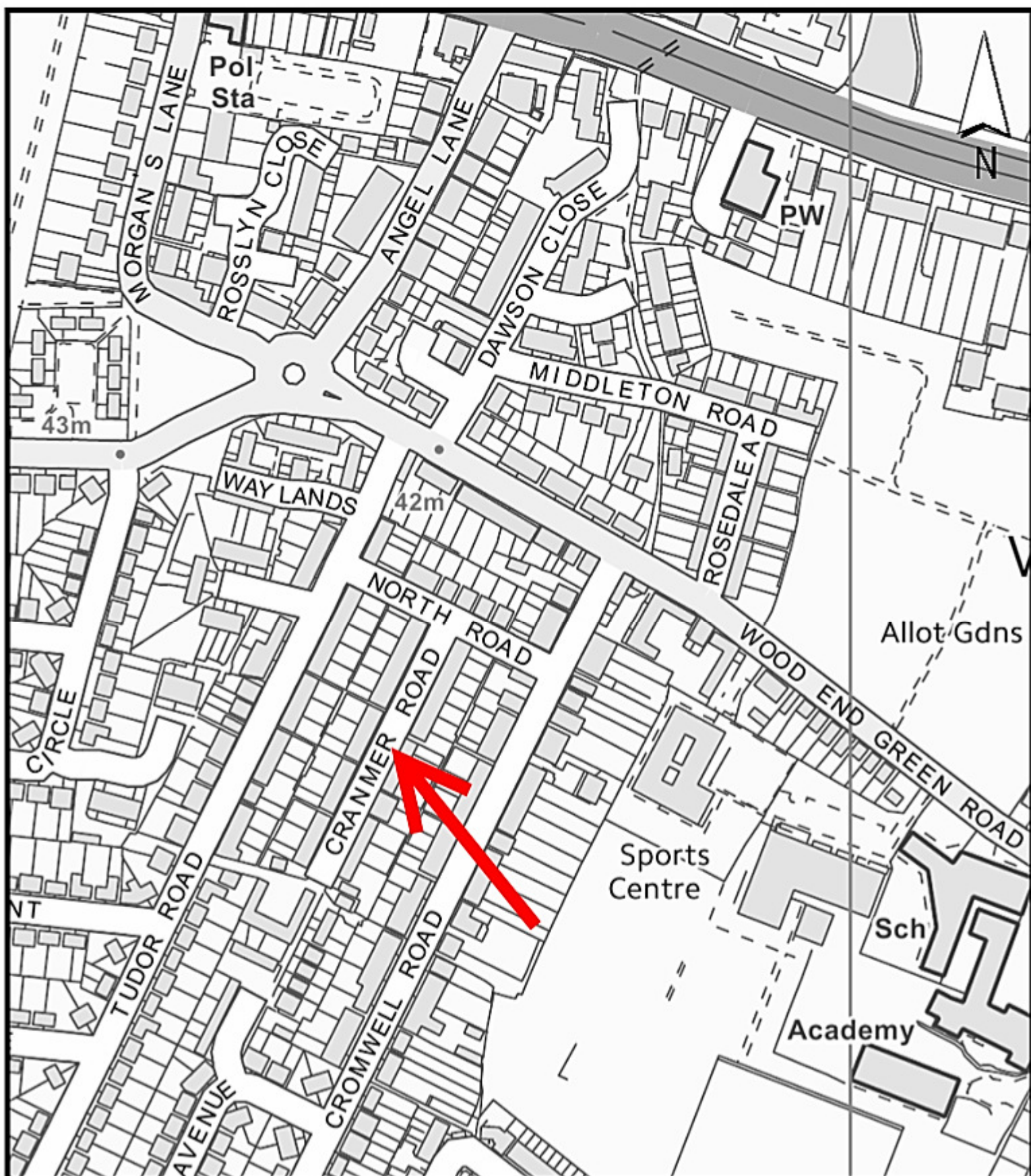
BACKGROUND PAPERS

None.

TITLE OF ANY APPENDICES

Appendix A - Location Plan

Appendix B - Responses from residents during consultation



Cranmer Road, Hayes
Location plan

Appendix A

March 2020
Scale 1:3,000

Comment from Resident	Summary
Object. We do not find parking an issue between 9am-5pm, parking at night is the issue.	Object to times, not enough.
Object. I do not see a problem with parking during the day, the issue is during the evening as most residents have more than one car. So I oppose this scheme as it does not resolve the issue in the evening.	Object to times, not enough.
Object. We do not agree with the change, now is perfect.	General Objection to Scheme
Object. The traffic system here is running efficiently, which means 98% of residents are happy at the moment. Residents have discussed it with each other and do not need a scheme, if try to force that scheme then environment of this area will change into non-cooperative.	General Objection to Scheme
Support. But would prefer scheme to operate from 12pm to 8pm each day.	Object to times, not enough.
Object. I am not in favour of this scheme, as it would negatively impact our work and family life, due to the cost of permits.	General Objection to Scheme
Object. I do not think this scheme will make a difference as Cranmer Road does not have an issue between 9am-4pm. The biggest problem is between 4pm and 8am. More than 50% of the households have 2/3 cars and about 20% have more than 4, including a builders trucks and transit vans. Householders with businesses will use the company to pay for the extra parking permits, so if you allow households to have five vehicles, you should limit the number of permits per household. The current proposal is a waste of time.	Object to times, not enough.
Support. However, there is a slight issue, the proposed times are not suitable. The problems are between 5-10pm and or even midnight. The times should be changed to 5pm-midnight or even 24 hours. Hope you are able to make these changes and I look forward to permit parking being added to our road.	Object to times, not enough.
Support. We have long awaited this and are pleased it is happening. The only issue is the operating times, 9am-5pm is completely unsuitable, the difficulties are after 5pm. The times should be 24 hours or 5pm-10pm/12am to be beneficial. Otherwise we would see no change or help.	Object to times, not enough.
I do not agree with the proposed times, there are no parking issues at this time as the road is mostly empty. Instead I would like the times change to 6am-6pm everyday.	Object to times, not enough.

<p>We welcome the proposal of a parking management scheme, but we are extremely disappointed with the enforcement times, as I believe this will not improve the availability of spaces for residents of Cranmer Road. During the day there is ample parking in Cranmer Road, the issues arise when people return from work in the evening.</p> <p>Cranmer Road is not near a station and therefore the usual enforcement times will not have the desired impact, evenings and weekends are times of high unavailability, so we need operational hours to reflect this.</p>	Object to times, not enough.
<p>I am happy about the proposed scheme in Cranmer Road, but 9am-5pm is not enough. The best times would be 24 hours, 7 days or at least 10pm-5am 7 days a week.</p>	Object to times, not enough.
<p>I wish to register my objection to this proposal in its current form. The road is about 50% empty during the daytime Mon-Fri, the difficult period is in the evenings when people come home. I would support a permit scheme if the evenings were covered and transgressions were effectively policed at that time.</p> <p>The current proposal will have little impact on the parking situation and put further strain on household finances.</p>	Object to times, not enough.
<p>Object.</p> <p>We do not want a scheme in Cranmer Road.</p>	General Objection to Scheme