

## **IVER LANE, COWLEY – PETITION REQUESTING A “RESIDENTS ONLY” PARKING SCHEME**

<b>Cabinet Member</b>	Councillor Keith Burrows
<b>Cabinet Portfolio</b>	Planning and Transportation
<b>Report Author</b>	Steve Austin, Environment and Consumer Protection
<b>Papers with report</b>	Appendices A & B

### **HEADLINE INFORMATION**

<b>Purpose of report</b>	To inform the Cabinet Member that a petition has been received from residents of Iver Lane requesting the Council to introduce a parking scheme for “Residents only”.
<b>Contribution to our plans and strategies</b>	The request will be considered in accordance with the Council’s strategy for on-street parking schemes.
<b>Financial Cost</b>	There are none associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents’ and Environmental Services
<b>Ward(s) affected</b>	Uxbridge South

### **RECOMMENDATION**

**That the Cabinet Member:**

- 1. Discusses with residents their concerns with parking in Iver Lane outside their homes.**
- 2. Subject to 1 above, asks officers to add the request to the Council’s overall parking programme so that consultation can be progressed for a Parking Management Scheme at the earliest opportunity following completion of committed schemes.**

### **INFORMATION**

#### **Reasons for recommendation**

Following discussions with the Cabinet Member, and subject to residents still wanting a “Residents only” scheme in this area of Iver Lane, the Cabinet Member can decide if it should be added to the Council’s parking programme and progressed following completion of committed schemes already on the programme.

## Alternative options considered

The petitioners have made a specific request for a Residents Parking Scheme but further options may emerge following discussions with the Cabinet Member.

## Comments of Policy Overview Committee(s)

None at this stage.

## Supporting Information

1. A petition with 39 signatures has been received from residents of Iver Lane predominately living between Heritage Close and Curran Close. The petitioners have signed to the following request:  
  

*“We the undersigned electors of the London Borough of Hillingdon, request that Iver Lane, from Cowley Road to the Malt Shovel and Bullrush Grove, Curran Close and Hertiage Close are made for Residents Parking Area Only”.*
2. The location is indicated on Appendix A. Iver Lane has a junction with High Street, Cowley at its eastern end and extends to the Borough boundary at its western end. The residential area is at the eastern end and accordingly, the petitioners have asked for the scheme to extend between the High Street and the Public House by the Grand Union Canal.
3. The Cabinet Member will be aware there are existing Residents’ Permit Parking Schemes close to this area. To the north the Uxbridge South scheme extends to Ferndale Crescent. Station Road which is a short distance from the Iver Lane junction with High Street is in the Cowley Parking Scheme which also includes roads south of the High Street junction. It is likely therefore that non-residential parking has transferred from these areas to Iver Lane.
4. The Cabinet Member will also be aware that residents have expressed concern with parking that currently takes place on Iver Lane, particularly in the narrow section which cause difficulties with traffic movement. To address this issue, waiting restrictions have been introduced and became operational on 21 January 2010 under an Experimental Traffic Order. The scheme is shown in detail on Appendix B and restrictions are designed to remove the most obstructive parking but retain some facilities, particularly for local residents. It would appear there is intense competition for this on-street parking and possibly local residents at times find it difficult to park close to their homes. If parking cannot be found there is no easy alternative that would be convenient for residents of Iver Close.
5. The Council’s usual practice is to consider the introduction of Residents’ Parking Schemes if, following consultation, the majority want a scheme introduced. In this section of Iver Lane, a feasible scheme would need to include the cul-de-sacs with junctions to Iver Lane, namely Heritage Close, Curran Close and Bullrush Grove. With the competition for on-street parking and the new waiting restrictions, it is likely non-residential parking has or will move into these cul-de-sacs and the residents may consequently also be seeking assistance from the Council in the form of a Residents’ Parking Scheme.

6. In view of the level of support demonstrated by the petition, which was signed by half of all households living in Iver Lane between the High Street and the Grand Union Canal, it is suggested the Cabinet Member asks that the request be added to the overall parking programme so that it can be considered for a Council consultation following completion of committed schemes already on the programme.

## **Financial Implications**

There are none associated with the recommendations to this report, however if subsequently consultation is carried out and a scheme progresses to installation, funding would usually be allocated from the Parking Revenue Account surplus if available.

## **EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES**

### **What will be the effect of the recommendation?**

To allow the petitioners request to be considered in greater detail at a later date when other committed parking schemes have been completed.

### **Consultation Carried Out or Required**

When the Council is in the position to consider the introduction of a Residents' Permit Parking Scheme in this area of Iver Lane, all residents affected will be consulted initially to determine the level of support.

## **CORPORATE IMPLICATIONS**

### **Legal**

There are no special legal implications for the proposal, which amounts to an informal consultation.

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

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 recommendation. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

## **BACKGROUND PAPERS**

None.