



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

Date: WEDNESDAY, 9
NOVEMBER 2016

Time: 7.00 PM

Venue: COMMITTEE ROOM 3,
CIVIC CENTRE, HIGH
STREET, UXBRIDGE,
MIDDLESEX UB8 1UW

**Meeting
Details:** Members of the Public and
Press are welcome to attend
this meeting

Cabinet Member hearing the petitions:

Keith Burrows, Cabinet Member for
Planning, Transportation and Recycling
(Chairman)

How the hearing works:

The petition organiser (or his/her
nominee) can address the Cabinet
Member for a short time and in turn the
Cabinet Member may also ask questions.

Local ward councillors are invited to these
hearings and may also be in attendance.

After hearing all the views expressed, the
Cabinet Member will make a formal
decision. This decision will be published
and sent to the petition organisers shortly
after the meeting confirming the action to
be taken by the Council.

Published: Tuesday, 1 November 2016

Contact: Luke Taylor
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This Agenda is available online at:

<http://modgov.hillingdon.gov.uk/ieListMeetings.aspx?CId=252&Year=0>

Putting our residents first

Lloyd White
Head of Democratic Services
London Borough of Hillingdon,
3E/05, Civic Centre, High Street, Uxbridge, UB8 1UW
www.hillingdon.gov.uk

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Agenda

CHAIRMAN'S ANNOUNCEMENTS

PART 1 - MEMBERS, PUBLIC AND PRESS MAY ATTEND

- 1 Declarations of Interest in matters coming before this meeting
- 2 To confirm that the business of the meeting will take place in public.
- 3 To consider the report of the officers on the following petitions received.

Please note that individual petitions may overrun their time slots. Although individual petitions may start later than advertised, they will not start any earlier than the advertised time.

	Start Time	Title of Report	Ward	Page
4	7.00pm	Copthall Road East, Ickenham - Petition Against The Parking Management Scheme	Ickenham	1 - 6
5	7.00pm	Westacott, Hayes - Petition objecting to the Extension of Double Yellow Lines	Charville	7 - 14
6	7.30pm	Old Hatch Manor, Ruislip - Petition requesting Residents' Parking Permits	Eastcote & East Ruislip	15 - 20
7	8.00pm	Bury Street, Ruislip - Petition requesting Parking Restrictions	West Ruislip	21 - 26
8	8.00pm	Cottage Close, Ruislip - Petition requesting Residents' Parking	West Ruislip	27 - 32

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PETITION AGAINST THE PARKING MANAGEMENT SCHEME IN COPTHALL ROAD EAST, ICKENHAM

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	Kevin Urquhart, Residents Services
Papers with report	Appendix A - Location Plan

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that a petition has been received against the recent introduction of an extension to the Ickenham Parking Management Scheme in Copthall Road East.
Contribution to our plans and strategies	The request can be considered in relation to the Council's strategy for on-street parking controls.
Financial Cost	There are no financial implications associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services
Ward(s) affected	Ickenham

2. RECOMMENDATION

Meeting with the petitioners, the Cabinet Member:

- 1. notes that this petition was previously considered at the October petition hearing and a decision was deferred so further information and guidance to be provided;**
- 2. in light of the above, listens again to their concerns regarding the recent introduction of the Ickenham Parking Management Scheme in part of Copthall Road East, Ickenham.**
- 3. notes that the present measures arose only following consideration of a previous petition, and subsequent extensive investigation and consultation, both informal and formal.**
- 3. subject to the outcome of the above, decides if a review of the Parking Management Scheme should be carried out with the residents of Copthall Road East, as and when resources and programming permit.**

Reason for recommendations

To allow the Cabinet Member to discuss with petitioners their concerns, and, if appropriate, add their request to review the restrictions on to the parking schemes programme.

Alternative options considered / risk management

Options will be discussed with petitioners.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 162 signatures has been received, organised by a resident of Copthall Road East where an extension to the Ickenham Parking Management Scheme has recently been introduced. This petition is against the parking restrictions which have recently been introduced in part of Copthall Road East in July this year.
2. A plan showing Copthall Road East and the extent of the Ickenham Parking Management Scheme Zone IC is attached as Appendix A to this report. The Ickenham Parking Management Scheme was introduced in part of Copthall Road East following a petition from residents and after extensive consultation and discussion with the local Ward Councillors, which is set out in detail in the background papers listed at the bottom of this report.
3. This petition has been signed by residents from 22 properties in Copthall Road East, and of these, approximately 16 are situated within the new Parking Management Scheme area boundary. In the covering letter included with the petition, the lead petitioner explains that following discussion with some of their neighbours, residents would have preferred a limited time waiting restriction to be installed in the road instead of the Parking Management Scheme. They go on to cite the benefits of a waiting restriction, which would still allow some parking for their visitors and the nearby town centre, outside of the restricted times of the day.
4. In light of the concerns raised by petitioners, it is possible to recommend that a review of the recently introduced scheme is carried out. Since the scheme has been introduced in part of Copthall Road East, some of the residents of neighbouring roads have also expressed concerns about non-residential parking transferring to their road. Some of these residents do not feel a permit parking scheme such as that implemented in Copthall Road East is the solution, reiterating the views of petitioners that limited time waiting restrictions may be more beneficial for this area. There has also been some concern that restrictions will cause further congestion around Breakspear Primary School and the Cabinet Member has already agreed to a review of the parking in this area within 12 months of the new scheme coming into operation. The roads included in this consultation will be agreed in liaison with the local Ward Councillors.

Financial Implications

There are none associated with the recommendations to this report, however, if the Council were to consider changing the current parking restrictions in Copthall Road East, Ickenham, then funding would need to be identified from a suitable source.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member to consider the petitioners' request and available options the Council has to address these concerns.

Consultation Carried Out or Required

If the Council subsequently decides to proceed with a review of the Parking Management Scheme in Copthall Road East and the surrounding area consultation will be carried out with residents.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and concurs with the financial implications noted above.

Legal

There are no special legal implications for the proposal to discuss with petitioners their petition against the recent introduction of an extension to the Ickenham Parking Management Scheme in Copthall Road East, 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. Fairness and natural justice requires that there must be no predetermination of a decision in advance of any wider non-statutory consultation.

The decision makers must ensure that there is full consideration of the representations that have been received and the Council has to consider its 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 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.

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

None at this stage.

Relevant Service Groups

None at this stage.

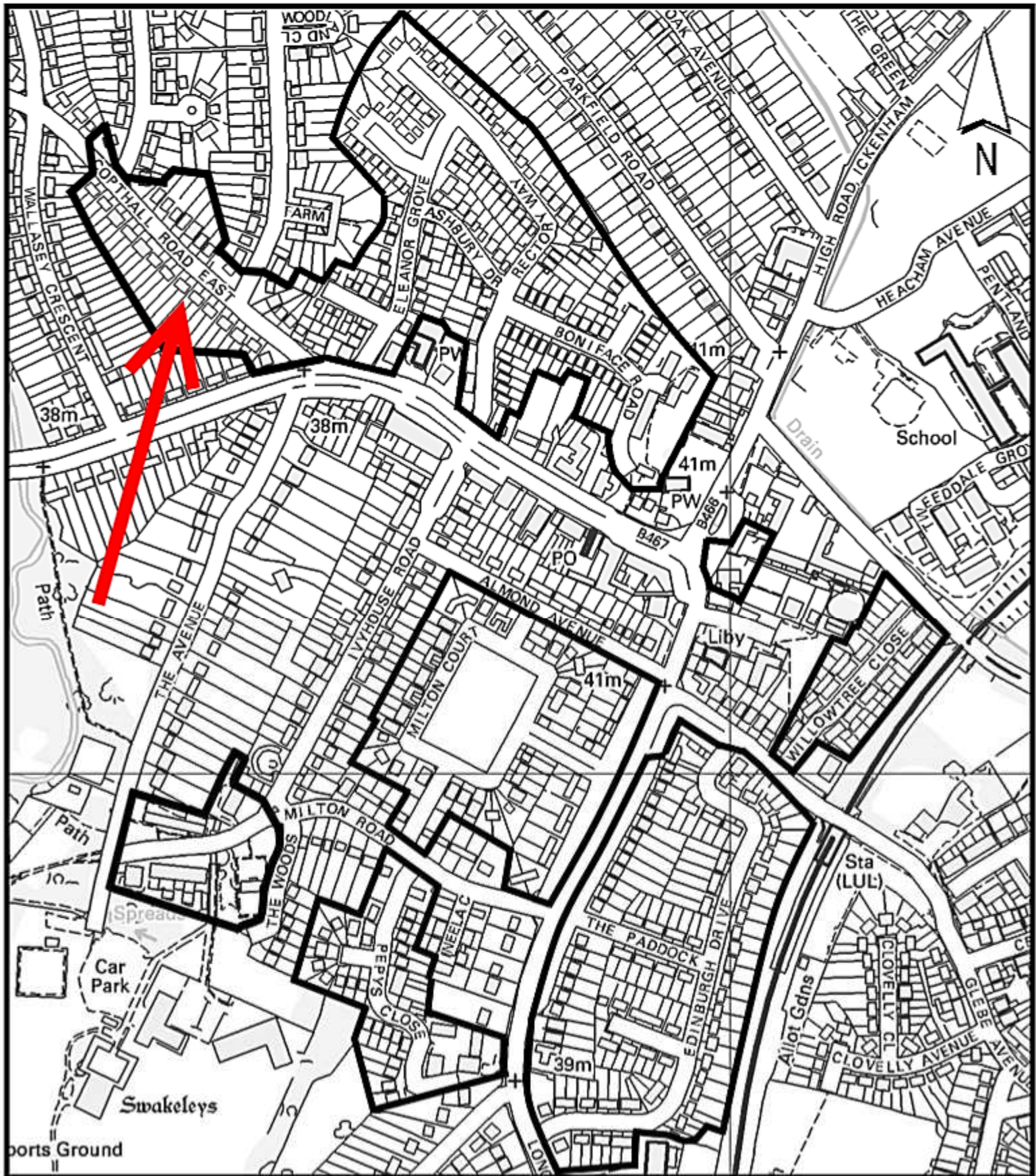
6. BACKGROUND PAPERS

Capital Release and Cabinet Member Decision Notice – 13 January 2016

Results of Statutory Consultation for the Proposed Extension to the Ickenham Parking Management Scheme - 17 December 2015

Cabinet Member decision sheet published by Democratic Services – 9 April 2015

Ickenham Parking Management Scheme - Results of informal consultation on a possible extension to the scheme - 5 February 2015



Ickenham Parking Management Scheme Zone IC

Appendix A

Date July 2016
Scale 1:5000



Extent of Ickenham Parking Management Scheme Zone IC



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Agenda Item 5

WESTACOTT, HAYES - PETITION OBJECTING TO PROPOSED PARKING RESTRICTIONS

Cabinet Member(s)	Cllr Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation & Recycling
Officer Contact(s)	Caroline Haywood, Residents Services
Papers with report	Appendix A - Map detailing location of Westacott, Hayes Appendix B - Proposed Waiting Restrictions

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that a petition has been received objecting to proposed parking restrictions in Westacott, Hayes.
Contribution to our plans and strategies	The request can be considered as part of the Council's annual programme of road safety initiatives.
Financial Cost	There are no financial implications in relation to the recommendations to this report.
Relevant Policy Overview Committee	Residents & Environmental Services
Ward(s) affected	Charville

2. RECOMMENDATIONS

Meeting with the petitioners, the Cabinet Member:

- 1. Considers the issues / concerns raised regarding the proposed waiting restrictions;**
- 2. Notes that although the waiting restrictions concerned are in Westacott, the vast majority of signatures to the petition are from another road;**
- 3. Subject to the above, asks officers to seek the views of the emergency services; and,**
- 4. Ask officers to report the outcome of this meeting and the comments received to the formal consultation of proposed waiting restrictions on Westacott and to include all these views in a separate subsequent report for his consideration.**

Reasons for recommendations

To allow the Cabinet Member to discuss in detail matters raised above with petitioners.

Alternative options considered / risk management

These can be identified from the proposed detailed discussions with the petitioners.

PART I - MEMBERS, PUBLIC AND PRESS

Policy Overview Committee comments

None at this stage.

5. INFORMATION

Supporting Information

1. The Council has received a petition containing 40 signatures from 37 residents of Park Lane and three from Westacott, under the following heading *'We the undersigned wish it to be known that we are opposed this application being allowed to proceed, the idea of allowing double yellow lines to exceed by another 10 metres might benefit a few but will cause problems for the majority and therefore we request the idea be abandon and more thought be given to stop commercial vehicles parking in the area.'*
2. Westacott is a residential road within Charville Ward. The road has 44 properties and links Park Lane with Park Road. Off Westacott is Cavendish Close, a cul-de-sac with 19 properties. The carriageway in this section of Westacott is approximately five metres wide with approximately two metre wide footways. A plan of the area is shown on Appendix A.
3. The Council received a request from a local resident through the Council's Road Safety Programme asking for the existing 'At Any Time' waiting restrictions on the junction of Westacott with Park Lane, to be extended further into Westacott to remove obstructive parking. As a consequence, a detailed investigation took place.
4. Officers visited the site on numerous occasions and parking was observed taking place alongside No.14 Park Lane. These parked vehicles reduced the available carriageway width to one lane, thus forcing vehicles entering Westacott to drive on to the opposite side of the road to pass these parked vehicles. This could lead to possible conflict with oncoming traffic.
5. In view of the above, a proposal was developed to extend the existing 'At Any Time' waiting restrictions a further ten metres on both sides of Westacott, whilst still allowing parking in the rest of the road. There are no proposals to alter the parking arrangements on Park Lane. The proposed restrictions are shown on the plan attached as Appendix B of this report. The local Ward Councillors were consulted on the proposal and supported it in principle.
6. The proposal was then taken 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, and it was during this period that the Council received this petition objecting to the proposed extension to the waiting restrictions on Westacott.
7. The petitioners are concerned with the loss of parking for residents. The proposed yellow lines would remove parking for approximately two vehicles. The petitioners are also concerned with commercial vehicles parking in the road. Hillingdon Council is part of the London-wide overnight lorry ban on vehicles over five tonnes maximum gross weight parking in residential roads. Vehicles under this weight are not restricted from parking in residential roads where it is safe to do so, or where waiting restrictions are not operational.
8. It is therefore suggested that the Cabinet Member discusses with the petitioners their specific concerns and establishes what alternatives the residents would support, and for the

outcome of this meeting and other comments received to the formal consultation to be reported in a separate subsequent report for his consideration.

Financial Implications

There are none associated with the recommendations to this report.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendations?

The recommendations will identify the extent of the petitioners concerns and look at possible solutions to mitigate these.

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.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and concur with the financial implications noted above.

Legal

There are no special legal implications for the proposal to discuss with petitioners their objections to the proposed waiting restrictions in Westacott, Hayes, 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. Fairness and natural justice requires that there must be no predetermination of a decision in advance of any wider consultation.

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.

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.

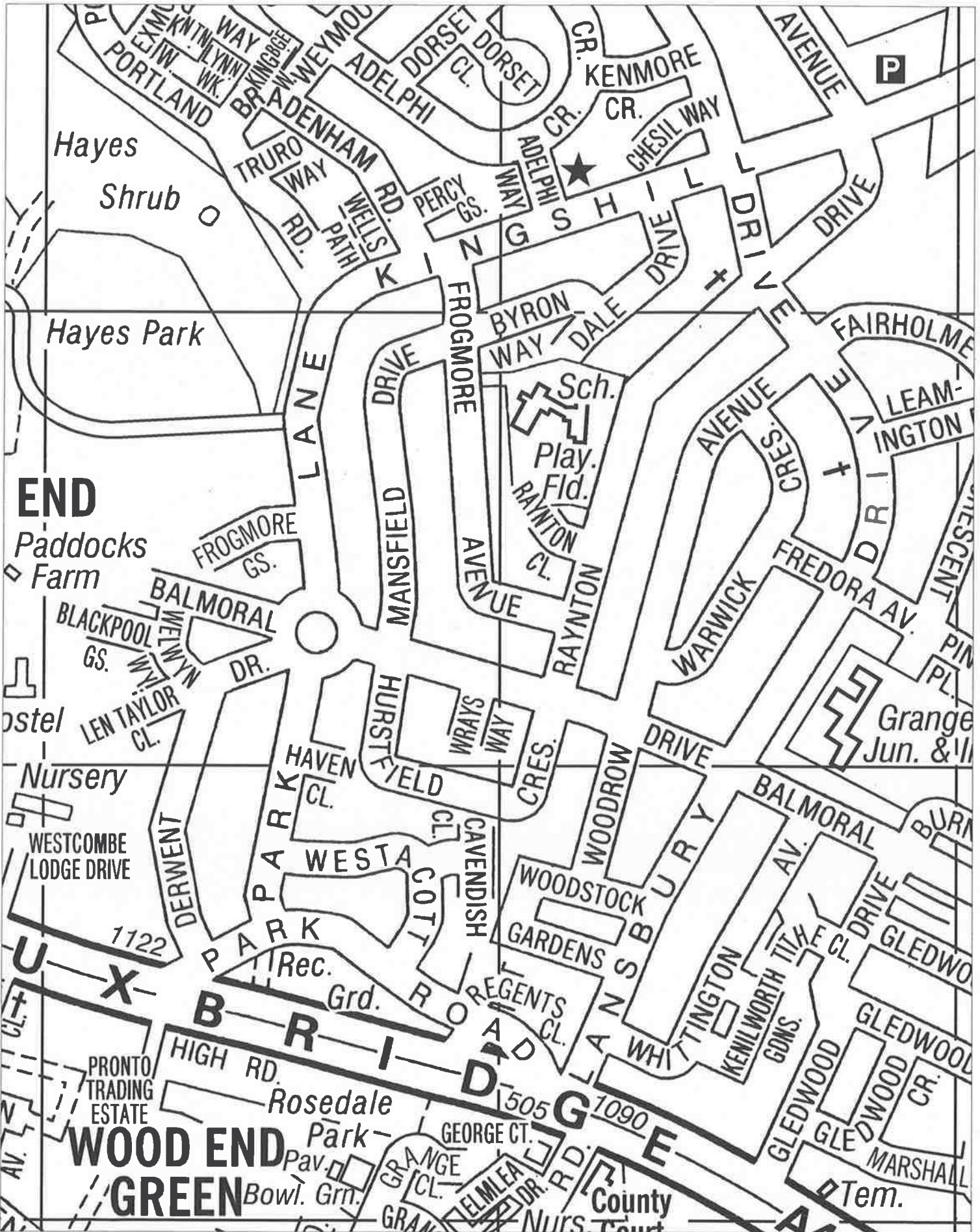
Corporate Property and Construction

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

6. BACKGROUND PAPERS



- Petition received
- Statutory consultation

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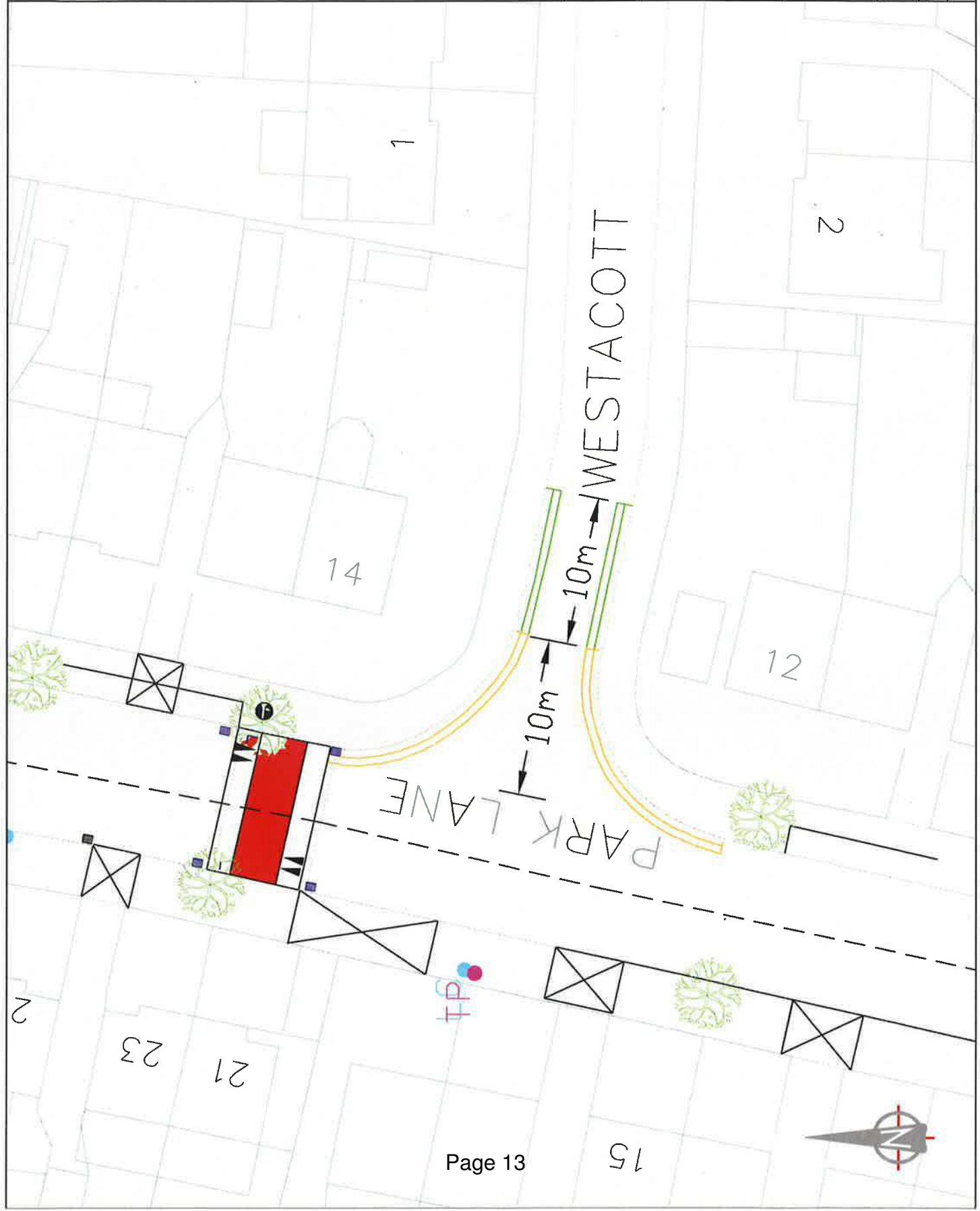
Notes:

-  PROPOSED DOUBLE YELLOW LINE & TERMINAL
-  EXISTING DOUBLE YELLOW LINE & TERMINAL

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Project		Road Safety Programme	
Description			
Westcott, Hayes			
Scale	Drawn	Checked	Author
N.T.S	CH	08/16	
Project No.	Drawing No.		Rev.
A4	RSP D1		



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PETITION REQUESTING THE INTRODUCTION OF PARKING PERMITS IN OLD HATCH MANOR, RUISLIP

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	Steven Austin, Residents Services
Papers with report	Appendix A - Area plan of Old Hatch Manor, Ruislip

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition requesting the introduction of Parking Permits on Old Hatch Manor, Ruislip.
Contribution to our plans and strategies	The request can be considered in relation to the Council's strategy for on-street parking controls.
Financial Cost	There are no financial implications associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward(s) affected	Eastcote and East Ruislip & Manor (near to ward boundary).

2. RECOMMENDATIONS

Meeting with the Petitioners, the Cabinet Member:

1. Listens to their request for the introduction of Parking Permits for Old Hatch Manor, Ruislip;
2. Notes that, although within Eastcote and East Ruislip ward, Old Hatch Manor is near the boundary of Manor ward; and,
3. Subject to the outcome of the above, decides if the request for a parking scheme should be added to the Council's future parking scheme programme for further investigation and more detailed consultation when resources permit.

Reasons for recommendations

To allow the Cabinet Member to discuss with petitioners their concerns, and, if appropriate, add their request to the parking schemes programme.

Alternative options considered / risk management

These will be discussed with petitioners.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 28 signatures, which represents half of the households in Old Hatch Manor, has been submitted to the Council under the following heading:

"We the undersigned are residents of Old Hatch Manor, Ruislip. We are formally requesting that Hillingdon Council consider the installation of restricted parking for non-residents. It is becoming difficult to park our own vehicles because of increased parking by others".

2. Old Hatch Manor is a residential road within easy walking distance of Ruislip Manor Town Centre and London Underground Station, served by the Metropolitan and Piccadilly lines. The entrance to Warrender School is located approximately halfway along the road.
3. In a covering letter attached with the petition, the lead petitioner states *"I am writing on behalf of residents of Old Hatch Manor, Ruislip. You will see the attachments are in the form of a petition; we are asking that Hillingdon Council kindly considers the introduction of Parking Permits in our road. Our concerns are that the street is being used by commuters as there are plans to double the size of Warrender School (situated in the middle of old Hatch Manor) and this will surely have an impact on traffic and parking in our short road.*
4. The petitioners have helpfully indicated that their preferred option is a residents' permit holders-only parking scheme. However, the Cabinet Member will be aware of the sensitivities with the introduction of a new Parking Management Scheme in isolation, as there is the risk that solving the parking issue in a single road may lead to the displacement of the problem into the adjacent area.
5. The Cabinet Member may also wish to note that while the petitioners live in Eastcote and East Ruislip Ward, the potential wider implications of any parking scheme, as well as the possible displacement of parking into other residential roads, could have an impact on Manor Ward and, for that reason, the views of the Councillors for both wards may need to be considered.
6. It is therefore recommended that the Cabinet Member discusses with petitioners their concerns and, if considered appropriate, asks officers to add this request to the future parking scheme programme. As is common practice, this could be combined along with any other nearby roads that the local Ward Councillors feel may also benefit from parking controls.

Financial Implications

There are none associated with the recommendations to this report. However, if the Council was to consider the introduction of parking restrictions in Old Hatch Manor or any other of the surrounding roads, funding would need to be identified from a suitable source.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member to consider the petitioners' request and available options the Council has to address these concerns.

Consultation Carried Out or Required

If the Council subsequently investigates the feasibility to introduce parking restrictions in Old Hatch Manor, Ruislip and the surrounding area, consultation will be carried out with residents to establish if there is overall support.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and concur with the financial implications noted above.

Legal

There are no special legal implications for the proposal to discuss with petitioners their request for the introduction of Parking Permits for Old Hatch Manor, Ruislip, which amounts to an informal consultation, and to note that although within Eastcote and East Ruislip ward, Old Hatch Manor is near the boundary of Manor ward. A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues and still at a formative stage. Fairness and natural justice requires that there must be no predetermination of a decision in advance of any wider non-statutory consultation.

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.

Corporate Property and Construction

None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

NIL.

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Old Hatch Manor, Ruislip
Area plan

Appendix A

Date October 2016

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PETITION REQUESTING A PARKING MANAGEMENT SCHEME ON THE SECTION OF BURY STREET, RUISLIP NEAR THE JUNCTION WITH SHARPS LANE

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	Kevin Urquhart, Residents Services
Papers with report	Appendix A - Map detailing relevant section of Bury Street

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that a petition has been received requesting the introduction of a Parking Management Scheme along a short section of Bury Street, Ruislip.
Contribution to our plans and strategies	The request can be considered in relation to the Council's strategy for on-street parking controls.
Financial Cost	There are no financial implications associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward(s) affected	West Ruislip

2. RECOMMENDATIONS

Meeting with the petitioners, the Cabinet Member:

1. Listens to their request for a residents' parking scheme to be introduced on part of Bury Street, Ruislip;
2. Notes the existing proposals and consultation for a possible extension of the existing Parking Management Scheme in Sharps Lane, which may have a bearing on any proposals in Bury Street;
3. Notes the different times of operation for the scheme proposed in Sharps Lane and the times suggested in the present petition; and,
4. Decides if the request for a Parking Management Scheme along part of Bury Street should be added to the Council's future parking scheme programme for further investigation and more detailed consultation when resources permit.

Reasons for recommendations

To allow the Cabinet Member to discuss with petitioners their concerns and, if appropriate, add their request to review the restrictions on to the parking schemes programme.

Alternative options considered / risk management

These will be discussed with petitioners.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 22 signatures has been submitted to the Council requesting the installation of a Parking Management Scheme on part of Bury Street, Ruislip. The petition has been predominately signed by residents of Bury Street who live immediately to the northwest of the junction with Sharps Lane. The section of Bury Street that the petition appears to refer is indicated on the plan attached as Appendix A.
2. Bury Street is a residential road which leads to Ruislip Town Centre, this section of road in particular is conveniently situated close to a number of popular local amenities, such as restaurants and the Manor Farm Library. On Sundays, a weekly market is held within the Manor Farm site and as a result this section of Bury Street forms an attractive area to park as it is the nearest section of unrestricted road.
3. As the Cabinet Member will be aware, the Council is currently formally proposing an extension to the Ruislip Parking Management Scheme in part of Sharps Lane next to Bury Street. The current times that this part of the Ruislip Parking Management Scheme operates is 'Monday to Friday 9am to 5pm' and these same times have been proposed for the scheme in Sharps Lane. The Council carried out formal consultation on these proposals earlier this year and the comments received as part of this are in the process of being considered by the Cabinet Member in a separate report.
4. Petitioners have specifically asked for the proposed scheme to operate along this part of Bury Street between the times of 'Monday to Friday 7.30am to 5pm' and 'Sundays 10am to 4pm'. The Cabinet Member will be aware that the Council tries to maintain the same times of operation within the same parking scheme zone. This is to prevent confusion to motorists, possible accusations of entrapment and also allows residents to park within the neighbouring roads inside the same parking scheme should all the parking spaces in their road be occupied. For these reasons it is not usually possible to recommend the introduction of different scheme times of operation within roads or sections of roads adjacent to existing schemes.
5. It is therefore recommended that the Cabinet Member discusses with petitioners their concerns and, if considered appropriate, asks officers to add this request to the future parking scheme programme and to carry out consultation with the residents of this part of Bury Street, in order to establish the overall level of support for parking restrictions.

Financial Implications

There are none associated with the recommendations of this report. However, if the Council were to consider changing the proposing a Parking Management Scheme on part of Bury Street, then funding would need to be identified from a suitable source.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member to consider the petitioners' request and available options the Council have to address these concerns.

Consultation Carried Out or Required

Before the Council can consider introducing parking controls such as a Parking Management Scheme consultation will need to be carried out.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and concurs with the financial implications noted above.

Legal

The Council's power to make orders creating a parking management scheme, such as that proposed in this report for the section of Bury Street, Ruislip, near the junction with Sharps Lane, is set out in Part V of the Road Traffic Regulation Act 1984. The consultation and order making statutory procedures to be followed in this matter are set out in The Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996 (SI 1996/2489).

In considering consultation responses, section 122 of the Road Traffic Regulation Act 1984 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.

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.

If the decision is taken to make the proposed order, Part V of the Road Traffic Regulation Act 1984 and the Traffic Signs Regulations and General Directions 2016 set out the signage requirements, which must be observed.

If specific advice is required in relation to the works, Legal Services should be instructed.

Corporate Property and Construction

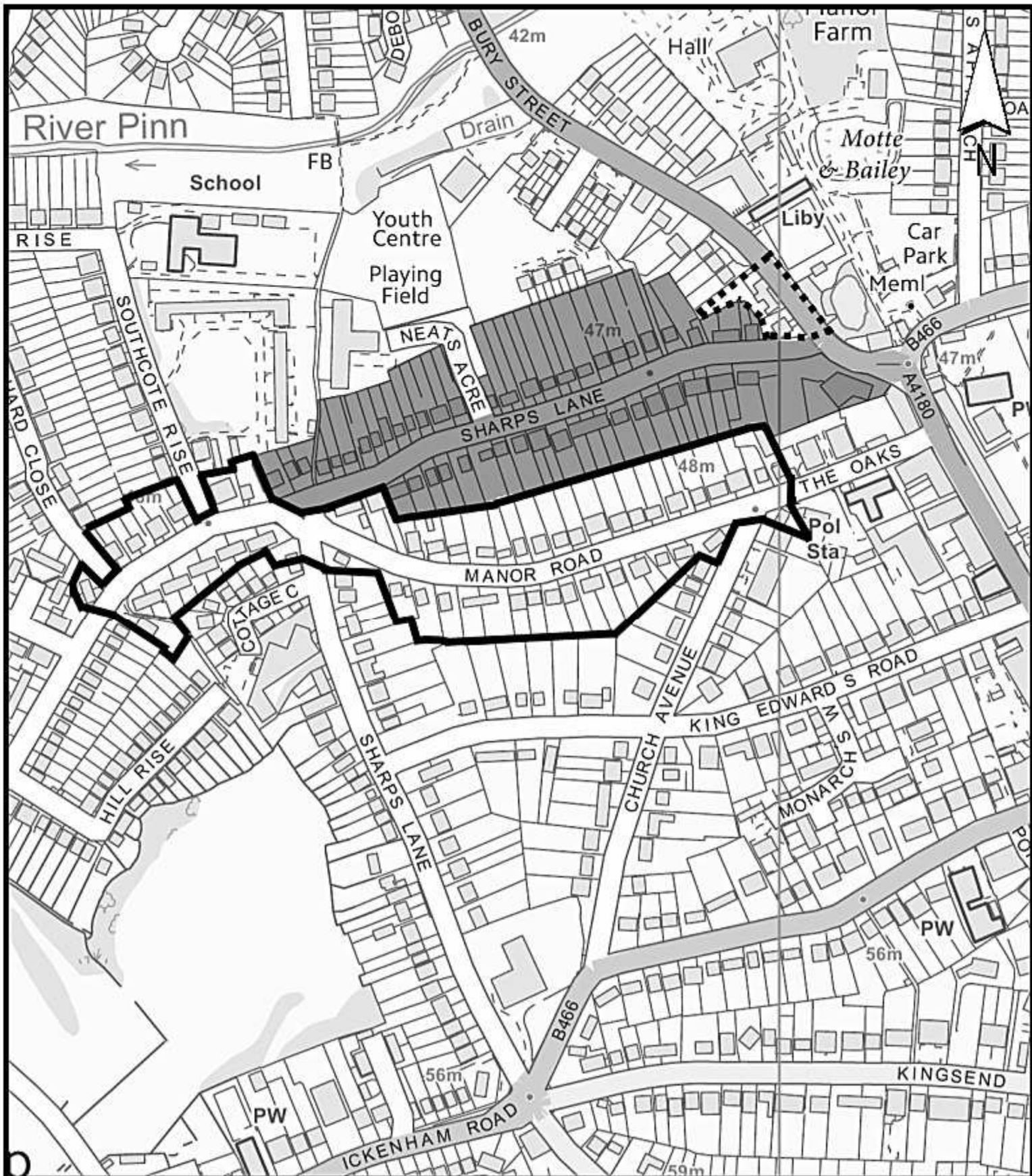
None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

NIL.



Bury Street, Ruislip - Petition requesting a Parking Management Scheme

Appendix A

Date October 2016

Scale 1:4,000



Extent of the Ruislip Parking Management Scheme Zone R2



Extent of formal consultation area for an extension to the Parking Management Scheme



Section of Bury Street referred to in this petition



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PETITION REQUESTING A PARKING MANAGEMENT SCHEME IN COTTAGE CLOSE, RUISLIP

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	Kevin Urquhart, Residents Services
Papers with report	Appendix A - Map detailing Cottage Close, Ruislip.

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that a petition has been received requesting the introduction of a Parking Management Scheme in Cottage Close, Ruislip.
Contribution to our plans and strategies	The request can be considered in relation to the Council's strategy for on-street parking controls.
Financial Cost	There are no financial implications associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward(s) affected	West Ruislip

2. RECOMMENDATIONS

Meeting with the petitioners, the Cabinet Member:

1. Listens to their request for a residents' parking scheme to be introduced in Cottage Close, Ruislip;
2. Decides if the request for a Parking Management Scheme in Cottage Close should be added to the Council's future parking scheme programme for further investigation and more detailed consultation when resources permit; and,
3. Instructs officers to pass petitioners' concerns about the condition of the pavements in Cottage Close, Ruislip, on to Highways for further investigation.

Reasons for recommendations

To allow the Cabinet Member to discuss with petitioners their concerns, and, if appropriate, add their request to review the restrictions on to the parking schemes programme.

Alternative options considered / risk management

These will be discussed with petitioners.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 21 signatures has been submitted to the Council requesting a Parking Management Scheme to be considered in Cottage Close, Ruislip. In the petition heading, the lead petitioner explains the difficulties that residents are experiencing with non-residential parking, in particular, the parking which has been displaced into their road following the recent introduction of a Parking Management Scheme in the surrounding area.
2. Cottage Close is a residential road on the periphery of the Ruislip Parking Management Scheme. The road mostly consists of residential properties and has a sheltered housing facility at the end of the road which has its own private forecourt for parking. The petition has been signed by eight of the ten households in Cottage Close but not by any of the residents living in the sheltered housing. Attached as Appendix A is a plan showing the location of Cottage Close, the extent of the nearby existing Ruislip Parking Management Scheme and a recently proposed extension to this scheme in part of Sharps Lane.
3. As the road is fairly close to Ruislip Town Centre and has no parking controls in place, it forms an attractive area for workers and visitors to the area to park. Petitioners have asked if Cottage Close could have similar parking controls put in place as nearby Manor Road which forms part of the Ruislip Parking Management Scheme.
4. Petitioners have also raised concern about the condition of footways in Cottage Close and are particularly worried about some of the elderly residents who have started to revert to walking in the road because of the condition of the pavement. In light of these concerns, it is recommended that these concerns are passed on to the Highways team for further investigation and to carry out any footway repairs where required. If available, an update from Highways officers on the footway condition will be provided at the meeting.
5. It is recommended that the Cabinet Member discusses with petitioners their concerns and if considered appropriate, asks officers to add this request to the future parking scheme programme and to carry out consultation with the residents of Cottage Close, in order to establish the overall level of support for the road to be included in a possible extension to the Ruislip Parking Management Scheme.

Financial Implications

There are none associated with the recommendations to this report. However, if the Council was to consider introducing a Parking Management Scheme in Cottage Close then funding would need to be identified from a suitable source.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member to consider the petitioners' request and available options the Council have to address these concerns.

Consultation Carried Out or Required

Before the Council can consider introducing parking controls such as a Parking Management Scheme consultation will need to be carried out.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and concurs with the financial implications noted above.

Legal

There are no special legal implications for the proposal to discuss with petitioners their request for a parking scheme in Cottage Close, 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. Fairness and natural justice requires that there must be no predetermination of a decision in advance of any wider non-statutory consultation.

In considering any informal consultation responses, decision makers must ensure there is a full consideration of all representations arising. 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

None at this stage.

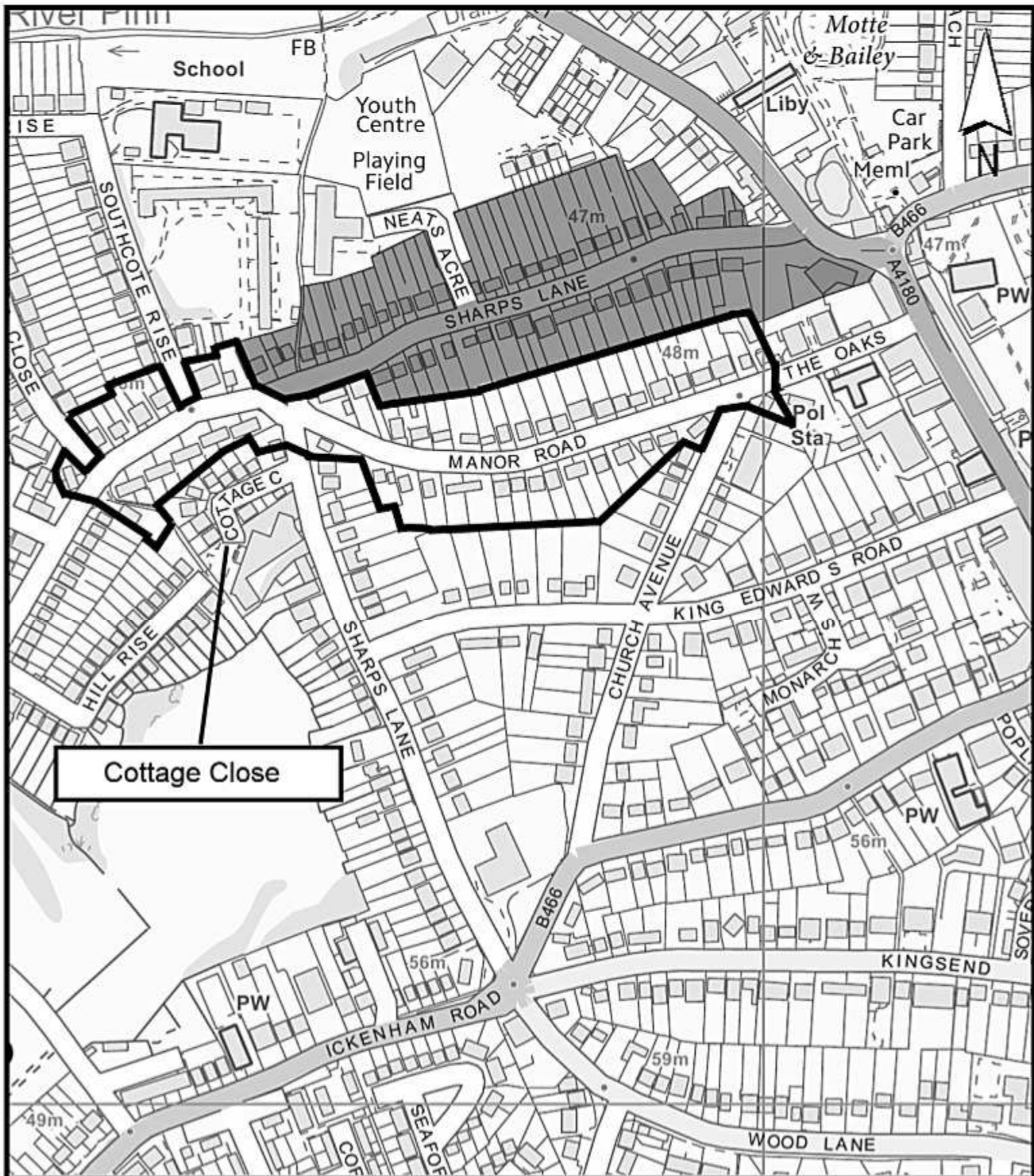
Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

NIL.

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Cottage Close, Ruislip - Petition requesting a Parking Management Scheme

Appendix A

Date October 2016

Scale 1:4,000



Extent of the Ruislip Parking Management Scheme Zone R2



Extent of formal consultation area for an extension to the Parking Management Scheme



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