

PETITION OBJECTING TO THE PROPOSED EXTENSION TO THE MAXIMUM TIME TO LOAD AND UNLOAD WITHIN THE LOADING BAYS IN HIGH STREET, 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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that a petition has been submitted from the Ruislip Residents' Association objecting to the proposed changes to the loading facilities in High Street, Ruislip.
Contribution to our plans and strategies	The request can be considered as part of the Council's strategy for the control of on-street parking.
Financial Cost	There are no financial implications associated with the recommendation to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services
Ward affected	West Ruislip

2. RECOMMENDATIONS

That the Cabinet Member:

1. Considers the petitioners' objection to the proposed extension to the times to load and unload within the loading bays that form part of the High Street, Ruislip Stop & Shop Parking Scheme and;
2. Asks officers to take the petition into account including relevant points raised by the petitioners at the petition hearing together with all other representations from the public in the forthcoming report on the consultation for changes to the High Street, Ruislip 'Stop & Shop' parking scheme.

Reasons for recommendation

To allow the Cabinet Member to consider the petition that objects to the changes proposed to the loading facilities close to High Street, Ruislip.

PART 1 – MEMBERS, PUBLIC AND PRESS

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 received from the Ruislip Residents' Association under the following heading:

"Objection to extension of loading times in Ruislip High Street"
2. In 2011 a business situated in High Street, Ruislip requested that the maximum time permitted to load and unload within a loading bay close to their premises be extended. This business has been experiencing difficulties when particularly large deliveries are made as it often takes longer than the permitted 20 minutes for the delivery of goods to be completed.
3. Following investigation it was subsequently proposed that the maximum loading and unloading period for the loading bay is extended to 40 minutes. For clarity and to prevent confusion it was suggested that all the loading bays that form part of the Ruislip Stop & Shop Parking Scheme be converted so that they all have the same 40 minute period. Attached as Appendix A is a plan indicating the location of each of the loading bays that form part of this scheme.
4. Following the above, statutory consultation on the proposed extension to the maximum loading and unloading period for the loading bays was conducted over a three-week period from the 31st October to 21st November 2012. During this period street notices were also erected and public notices were placed in the London Gazette and a local newspaper.
5. These proposals were advertised at the same time as changes to the parking bays on Ickenham Road and disabled parking arrangements on King Edwards Road. However, as this petition is unrelated to these proposals and no other objections were received, they will be installed at the earliest opportunity.
6. It is apparent from the present petition that some local residents are against the proposals to extend the loading times in High Street, Ruislip. In a covering letter to the petition the Ruislip Residents' Association have raised concerns about the proposals as they feel that deliveries to businesses during the daytime will cause disruption to traffic flow and have suggested that deliveries should be made after 6pm when traffic flow has reduced. They also feel that by extending the permitted loading and unloading times, the bays could be abused by drivers of commercial vehicles who will use the bays to park without having to pay. In response this point, it should be noted that Civil Enforcement Officers can carry enforcement against vehicles parked in loading bays when there is no sign of any loading activity taking place.

7. Officers intend to submit a report to the Cabinet Member detailing all the representations received for this scheme and it is therefore recommended that the Cabinet Member listens to the petitioners concerns and asks officers to take these into account when completing the report.

Financial Implications

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

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.

Consultation Carried Out or Required

Statutory consultation for an extension to the maximum loading and unloading period for the loading bays was conducted over a three-week period from the 31st October to 21st November 2012.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and confirms there are no direct financial implications arising from the recommendations set out above.

Legal

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

In considering any informal consultation responses, decision makers must ensure that there is full consideration of all representations arising, including those which do not accord with officer recommendations. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

Corporate Property and Construction

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

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

NIL