

TITLE: BERKELEY CLOSE, RUISLIP – PETITION REQUESTING A “RESIDENTS ONLY” PARKING SCHEME

ITEM 4

Cabinet Portfolio

Planning and Transportation

Report Author

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Papers with report

Appendix A

HEADLINE INFORMATION

Purpose of report

To advise the Cabinet Member that residents of Berkeley Close have submitted a petition asking the council to consult them in order to introduce a “Residents Only” parking scheme for the Close only.

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 is none associated with the recommendations to this report

Relevant Policy Overview Committee

Residents and Environmental Services

Ward(s) affected

Manor Ward

RECOMMENDATION

That the Cabinet Member

- 1. Discusses with the petitioners their concerns with parking in Berkeley Close.**
- 2. Instructs Officers to carryout a parking survey in Berkeley Close and report back to the Cabinet Member.**

INFORMATION

Reasons for recommendation

The request from residents of Berkeley Close is acknowledged and a survey will establish the level of non-residential parking.

Alternative options considered

These can be considered following analysis of the survey results.

Comments of Policy Overview Committee(s)

None at this stage

Supporting Information

1. A petition with 62 signatures representing 55% of households in Berkeley Close has been submitted to the council with the following request:

“Since the introduction of the stop and shop parking in Ruislip Gardens and the elimination of additional parking by the new crossing in West End Road Berkeley Close has been increasingly used as a free parking place for commuters going into London.

We hereby call on Hillingdon Council to carry out a consultation of the residents of Berkeley Close in order to introduce a “Residents Only” parking scheme for Berkeley Close only”.

2. Berkeley Close is a small residential road parallel to West End Road in Ruislip on the east side and shown on Appendix A. Recently, the road was made “One way” following a petition request from residents. It is close to Ruislip Gardens Underground Station and the new Ruislip High School in Sidmouth Drive.
3. As the petitioners have pointed out, recently the council introduced a “Stop & Shop” scheme on New Pond Parade in response to shopkeepers request for measures to prohibit “All day” commuter parking. In conjunction with the scheme, the council has also provided a new car park in Sidmouth Drive with facilities for longer term parking than available in New Pond Parade.
4. The Council’s strategy for the introduction of parking schemes in residential areas is to address concerns with non-residential parking. The intention of schemes is to prohibit parking not associated with those living in the road in order to retain the available kerbside parking for the benefit of residents. It is apparent from previous schemes in Hillingdon that not all households are in favour of Residents Permit Schemes unless they are confident there will be sufficient space to accommodate the road’s parking needs. The schemes are not always accepted by residents who have frequent visitors.
5. It is suggested a survey of Berkeley Close is carried out to establish parking trends and patterns and report back to the Cabinet Member. With this information, it will be possible to compare residents parking needs with the facilities that can be provided as part of a controlled parking scheme.

Financial Implications

There are none associated with the recommendations to this report. If the Cabinet Member approves a parking survey is carried out, it will be undertaken with in-house resources.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

It will provide additional information to the Cabinet Member for consideration of the petitioner's request.

Consultation Carried Out or Required

None at this stage.

CORPORATE IMPLICATIONS

Corporate Finance

Legal

The Council's powers to carry out the works are comprised in the Highways Act 1980 and the Road Traffic Regulation Act 1984. The crux is that exercising these powers with the object of improving highway safety is lawful, other relevant considerations such as the expeditious movement of traffic, amenity. If specific advice is required in relation to the exercise of individual powers, Legal Services should be instructed.

The Road Traffic Regulation Act 1984 and the Traffic Signs Regulations and General Directions 2002 govern road traffic orders, traffic signs and road markings and there are no special circumstances drawn to our attention that would prevent the scheme proceeding provided that the appropriate statutory procedures are followed.

BACKGROUND PAPERS

Petition dated 11th June 2009