

PETITION REQUESTING 24/7 PERMIT HOLDER PARKING AND DOUBLE YELLOW LINES ON A SECTION OF SHARPS LANE, RUISLIP

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition requesting 24/7 permit holder parking and extended double yellow lines to be introduced along a section of Sharps Lane, 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	The estimated cost to carry out the recommendation of this report is negligible as consultation can be carried out with internal resources.
Relevant Policy Overview Committee	Residents' & Environmental Services.
Ward(s) affected	West Ruislip

2. RECOMMENDATION

That the Cabinet Member:

- 1. Discusses with petitioners and listens to their request for permit holder parking and double yellow lines in a section of Sharps Lane, Ruislip as indicated on Appendix A.**
- 2. Subject to the outcome of the above, decides if an informal consultation should be undertaken with the residents of Sharps Lane that live between the junctions of Hill Lane and Bury Street, to see if the majority would support permit holder only parking bays**

operational 9am to 10pm everyday with extended double yellow lines to prevent obstructive parking.

Reasons for recommendation

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 23 signatures has been submitted to the Council requesting that the Council considers implementing permit holder only parking and double yellow lines along a section of Sharps Lane, Ruislip to prevent non-residential parking by commuters in the day and parking in the evenings associated with the local amenities.
2. Sharps Lane is a residential road situated to the west of Ruislip town centre and effectively consists of two different sections of road, part of which already benefits from parking restrictions. This petition refers to the unrestricted section of road near to the junction with Bury Street. Due to the close proximity of Ruislip town centre, this area forms an attractive area for non-residents to park. It is also close to several pubs and restaurants including "The George" public house & Harvester restaurant which is situated directly adjacent to the area where most of the petitioners live. This is a particular problem in the evenings when the public house car park is full.
3. The relevant section of Sharps Lane to which this petition refers is indicated on the plan attached as Appendix A.
4. The Cabinet Member will be aware that the Council recently conducted an informal consultation with the residents of this part of Sharps Lane along with part of Hill Lane and Manor Road. The purpose of this consultation was to see if residents would like to consider some form of parking controls following a petition from residents of Manor Road. The majority of responses from Hill Lane and Sharps Lane indicated that they would prefer no change to the current parking arrangements, so as a result no further proposals for restrictions were developed in these two roads. However, the majority of responses from Manor Road indicated they would support a permit holder parking scheme and consequently the Council is currently in the process of developing a scheme for this road.

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5. This petition was received after the above informal consultation had concluded and is effectively requesting for one of the options which was previously offered to residents but with a Parking Management Scheme operational 24/7 and extended double yellow lines to prevent obstructive parking.

6. The Cabinet Member will remember previously hearing a petition from residents living close to another town centre, asking for their residents parking scheme to operate at all times. These residents experienced problems from town centre related parking due to the busy night time economy. As the residents parking problems were predominately in the evening it was decided to extend the schemes operational hours to 10pm. This late evening finish time was preferred by the Parking Services Manager rather than 24 hours operation in order to carry out effective enforcement. Subsequently operational times of 9am to 10pm everyday were implemented in the area which is operating successfully. As residents of Sharps Lane appear to be suffering similar problems relating to town centre parking, it is considered these would be the most suitable times for operation if a scheme is subsequently proposed for this section of Sharps Lane.

7. It is not the Council's usual practice to install a Parking Management Scheme in just a short section of road. It is however noted that the residents of the remaining unrestricted section of Hill Lane (which is a continuation road from Sharps Lane) have also recently petitioned the Council asking for a parking scheme, and this is to be considered at the same petition hearing.

8. A scheme is currently in the process of being developed close by in Manor Road following the outcome of the consultation carried out earlier in the year. It is therefore recommended that the Cabinet Member discusses with petitioners their request and if it is considered appropriate, instructs officers to arrange for a further consultation to be carried out with all of the residents that live along the section of Sharps Lane between the junctions of Hill Lane and Bury Street. Instead of the usual questionnaire which was delivered to residents previously, residents could simply be asked if they support permit holder only parking bays operational 9am to 10pm everyday with an individual bay layout and extended double yellow lines to prevent obstructive parking. The results of the consultation would then be reported back to the Ward Councillors and the Cabinet Member for further consideration.

Financial Implications

The estimated cost to carry out the recommendation of this report is negligible as informal consultation could be carried out with internal resources. However, if a scheme is subsequently progressed to the next stage of statutory consultation this will be subject to a further Cabinet Member report at which stage funding from a suitable source will need to be identified.

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

It is recommended that informal consultation be carried out with the resident of part of Sharps Lane, Ruislip. If the Council subsequently decides for statutory consultation to be carried out this will be subject to a future Cabinet Member report and decision.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate finance have reviewed the report and concur with the financial implications above, noting that funding would need to be identified from the existing parking scheme programme before implementing changes to the current parking scheme resulting from the consultations.

Legal

There are no special legal implications regarding the Cabinet Member meeting with the petitioners regarding their request for a Parking Management Scheme and extended double yellow lines on Sharps Lane in Ruislip, 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 responses to the petition hearing, 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.

Corporate Property and Construction

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

6. BACKGROUND PAPERS

Petition received – 29th October 2014.