

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

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

## **1. HEADLINE INFORMATION**

<b>Summary</b>	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.
<b>Contribution to our plans and strategies</b>	The request can be considered in relation to the Council's strategy for on-street parking controls.
<b>Financial Cost</b>	There are no financial implications associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services.
<b>Ward(s) affected</b>	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.