

GLEBE AVENUE, SOUTH RUISLIP - PETITION REQUESTING THE INTRODUCTION OF A RESIDENTS' PERMIT PARKING SCHEME

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition from residents of Glebe Avenue, South Ruislip, asking for the introduction of a Residents' Permit Parking Scheme.
Contribution to our plans and strategies	The request can be considered as part of the Council's strategy for on-street parking.
Financial Cost	There are none associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward(s) affected	South Ruislip

2. RECOMMENDATIONS

Meeting with the Petitioners, the Cabinet Member for Planning, Transportation and Recycling:

- 1. Discusses with petitioners their concerns with parking in Glebe Avenue, South Ruislip; and**
- 2. Subject to the outcome of the above, decides if the request to introduce a residents' permit parking scheme in Glebe Avenue, Ruislip, should be added to the Council's future parking scheme programme for further investigation and more detailed consultation when resources permit.**

Reasons for recommendations

The Petition Hearing will provide a valuable opportunity to hear directly from the petitioners of their concerns and suggestions.

Alternative options considered / risk management

None at this stage.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 29 signatures has been submitted to the Council from residents of Glebe Avenue, South Ruislip which represents 28 out of the 49 properties (57%) in the road. In a covering statement with the petition, the lead petitioner states:

"Residents of Glebe Avenue, South Ruislip HA4 have a constant struggle with parking. There are several work vans that park down our street who are not residents. Several members of the public park down our street and head to the station. We also have several work companies that meet on our street and park up and then all get in one car to go to work."

The desired outcome stated by the lead petitioner:

"A Parking Management Scheme to provide permits for residents who live down the street so we can actually park closer to our houses rather than having to park miles away when non residents park in our road."

2. Glebe Avenue, Ruislip is a residential road easily accessible from West End Road. Parking is already restricted on one side of Glebe Avenue, as the carriageway width does not allow parking to take place on both sides of the road. Attached to this report as Appendix A is a plan indicating the location of Glebe Avenue and the nearby extent of the South Ruislip Parking Management Scheme. At the end of Glebe Avenue there is an emergency access gate onto RAF Northolt.
3. Petitioners are asking for the Council to consider the introduction of a Parking Management Scheme to prevent all day non-residential parking. As a large percentage of roads in the vicinity of Glebe Avenue now benefit from being included in the South Ruislip Parking Management Scheme, the road could be an attractive area for non-residents to park, especially commuters and perhaps people that car share that commute into central London.
4. Previously residents in this area were consulted to see if they would like to consider being included in a possible extension to the South Ruislip Parking Management Scheme. However, proposals to introduce parking restrictions in Glebe Avenue were never progressed due to the evident lack of support indicated by those who responded to the Council's consultations. Given that the previous consultations in this area were carried out several years ago and parking restrictions have since been introduced in other roads in the vicinity, residents' opinions may well have now changed.

5. Therefore, 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 to see if residents would like to reconsider proposals for parking restrictions in Glebe Avenue. As is common practice, if there are any other nearby roads that the local Ward Councillors feel may also benefit from such measures then these could also be included in the Council's consultation.

Financial Implications

There are no financial implications associated with the recommendations to this report. If works are subsequently required, suitable funding will need to be identified within the parking programme.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendations?

To allow the Cabinet Member an opportunity to discuss in detail with petitioners their concerns.

Consultation Carried Out or Required

None at this stage.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed the report and concurs with the financial implications set out above.

Legal

There are no special legal implications for the proposal to discuss with petitioners their request for a Residents' Permit Parking Scheme in Glebe Avenue, 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 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

NIL.