

# PETITION REQUESTING RESIDENTS' PARKING IN TURKS CLOSE, HILLINGDON

<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 Directorate
<b>Papers with report</b>	Appendix A

## 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition requesting residents' parking to be introduced in Turks Close, Hillingdon.
<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>	Brunel.

## 2. RECOMMENDATIONS

### Meeting with the Petitioners, the Cabinet Member:

1. Listens to their request for a Parking Management Scheme to be introduced in Turks Close, Hillingdon; and
2. Subject to the outcome of the above, decides if the request for a Parking Management Scheme in Turks Close, and possibly roads in the surrounding area, **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 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, signed by residents of Turks Close, representing 7 out of the 10 properties in the close (70%). In an attached statement the lead petitioner sets out residents' concerns as:

*"Untaxed vehicles being parked in the close.*

*People from different parts of the Borough parking their vehicles at the close for long period of time.*

*People parking their vehicles and then catching the bus to the airport to go on holiday."*

2. Attached as Appendix A is an area plan showing Turks Close. Petitioners have specifically requested *"Permit parking for residents of Turks Close only (10 houses)"*.

3. Turks Close is a residential cul-de-sac comprising of two rows of terraced houses set back from the highway, with a parking area fronting the green outside. Although none of the properties have any off-street parking, there are a number of garages which are assumed to belong to residents of Turks Close, although the condition of these and their ability to comfortably accommodate a modern sized vehicle is questionable.

4. The lead petitioner has indicated that non-residential parking in the close is associated with the airport, given that the nearest bus stop which serves the A10 bus route is only a short walk away. Site observations undertaken by Council officers have shown that parking in Turks Close is regularly at or near capacity.

5. Previously, residents in this area were consulted to see if they would like to consider being included in a possible area wide Parking Management Scheme. However, proposals to introduce parking restrictions in Turks Close and any of the roads in the surrounding area were never progressed, due to the evident lack of support indicated by those who responded to the Council's consultation. Given that the previous consultation in this area was carried out several years ago, and parking restrictions have since been introduced nearby, along a nearby section of Harlington Road, the parking situation and residents' opinions may well have changed.

6. 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 consider proposals for a parking scheme in Turks Close. As is common practice, this could be combined along with any other nearby roads that the local Ward Councillors feel may also benefit from parking controls.

## **Financial Implications**

There are none associated with the recommendations to this report, however if the Council were to consider the introduction of parking restrictions in Turks Close or any other of the surrounding roads, 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 has, to address these concerns.

### **Consultation Carried Out or Required**

If the Council subsequently investigates the feasibility of introducing parking restrictions in Turks Close and the surrounding area, consultation will be carried out with residents to establish if there is overall support.

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

Corporate Finance has reviewed this report and confirms that there are no direct financial implications associated with the recommendations above.

### **Legal**

There are no special legal implications for the proposal to discuss with petitioners their petition request for a Parking Management Scheme to be introduced in Turks Close in Hillingdon, 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.

The decision makers must ensure that there is full consideration of the representations that have been received and the Council has to consider its statutory duty under section 122 of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic. The statutory duty must be balanced with the concerns raised by any objectors.

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**

Petition received 9<sup>th</sup> December 2016