

PETITION REQUESTING A RESIDENTS ONLY PARKING MANAGEMENT SCHEME IN CONEY GROVE, UXBRIDGE

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 the introduction of a "residents only" permit parking scheme to be installed in Coney Grove, Uxbridge.
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	There are no financial implications associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents', Education and Environmental Services Policy Overview Committee
Ward(s) affected	Brunel

2. RECOMMENDATIONS

Meeting with the Petitioners, the Cabinet Member:

- 1. Listens to their request for the introduction of a residents' only parking scheme in Coney Grove, Uxbridge**
- 2. Subject to the outcome of the above, asks officers to add the request to the Council's extensive parking programme for further informal consultation and decides if a scheme should be proposed specifically for the residents of Coney Grove, Uxbridge.**

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 20 signatures has been submitted to the Council with the following desired outcome and heading:

"Parking restrictions in Coney Grove for residents to include the adoption by the council of the 8 parking bays owned by Catalyst Housing Group."

"That the council provide controlled parking for Coney Grove UB8 3HT to include the parking bays adopted (transferred) from Catalyst Housing Group."

2. Coney Grove is situated at the junction of Harlington Road (A437) and Uxbridge Road (A4020) both roads form major routes that links Hillingdon/Uxbridge in the north to Hayes in the south and both are classified as Borough main distributor roads. Harlington Road also forms part of the A10 bus route which regularly operates between Uxbridge and Heathrow Airport. Situated opposite the junction of Coney Grove is the Prince of Wales public house which recently reopened as a Mediterranean restaurant. The location of Coney Grove is indicated on Appendix A of this report.
3. Coney Grove consists of 20 flats with what appears to be limited off-street parking areas. This petition has been signed by residents representing six different properties in Coney Grove. There are three private parking areas in the turning head of the Coney Grove, although there does not appear to be any indication that these areas are in fact private property with only a flush kerbstone separating these spaces from the adopted public highway. As part of this petition residents have asked that these private parking spaces be adopted and the parking controlled by Hillingdon Council. The Council has powers under the Road Traffic Regulation Act to manage parking on the highway which often takes the form of parking bays or yellow lines. However, this provision applies to a road or part of a road for which they are the Traffic Authority. In this case it seems that these parking areas are private so the Council's powers do not extend to these areas.
4. The Cabinet Member will recall recently hearing a petition from the residents of Harlington Road asking for a Parking Management Scheme to prevent non-residential parking which they related to the Prince of Wales public house and commuters using the A10 bus route. The outcome of this petition was to include the request on the Council's forward programme of works for consultation with residents of Harlington Road and the surrounding area. As the residents of Coney Grove are suffering the same difficulties, it was agreed that the road would be included in this area wide consultation with Harlington Road residents.

5. Following discussion with the lead petitioner however, it would appear that this request is for a scheme to be considered that is in isolation to other roads in the vicinity so that Coney Grove could effectively form its own Parking Management Scheme Zone. The Cabinet Member will be aware that when developing Parking Management Schemes the Council generally tries to introduce a scheme encompassing several roads and where possible avoid creating specific parking zones for individual streets. The purpose of this is to allow some flexibility to residents who may return home to find that no parking spaces are available in their street the option of being able to utilise parking in neighbouring roads where there may be spare capacity. However, in some cases, the Council where appropriate can progress a scheme in isolation to other roads at the instruction of local Ward Councillors and the Cabinet Member.
6. As a result of the above, it is recommended that the Cabinet Member discusses with petitioners in detail their concerns and if decides if this request for a Parking Management Scheme in Coney Grove should be progressed in isolation of other roads in the area. Alternatively Council continue to progress a scheme in conjunction with Harlington Road and any other nearby roads the local Ward Councillors feel appropriate.

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 Coney Grove 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 have to address these concerns.

Consultation Carried Out or Required

If the Council subsequently investigates the feasibility to introduce parking restrictions in Coney Grove either in isolation or combined with similar requests in 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 concurs with the financial implications referred to above noting that there are no direct financial implications arising from the recommendations in the report.

Legal

There are no special legal implications for the proposal to informally consult residents on parking restrictions. Informally consulting residents 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.

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's recommendations. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

If the decision maker recommends officers undertake a statutory consultation, the procedures that should be followed in this case are set out in the Road Traffic Regulation Act 1984 and The Local Authorities Traffic Orders (Procedures) (England and Wales) Regulations 1996 (SI 1996/2489).

If specific advice is required, Legal Services should be instructed.

Corporate Property and Construction

None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received