

PETITION AGAINST LORRIES PARKING IN RESIDENTIAL ROAD: WARRENDER WAY, RUISLIP

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	Steven Austin / Noel Kelly, Residents Services
Papers with report	Appendix A

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition complaining about lorries parking in Warrender Way, 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	There are no financial implications associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents, Education and Environmental Services.
Ward(s) affected	Eastcote and East Ruislip

2. RECOMMENDATIONS

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

1. **listens to their request for the introduction of measures to prevent lorries from parking in Warrender Way, Ruislip;**
2. **notes the investigations undertaken by the Council's Planning Enforcement Team; and**
3. **subject to the outcome of the above, decides if Warrender Way should be added to the extensive Parking Scheme Programme for further consultation on options to manage the parking in the road.**

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 23 signatures has been submitted to the Council signed under the following heading:

"For the last year our quiet suburban road (Warrender Way, HA4) has been taken over and used as a 'lorry park'; the vehicle owner has between 2 and 5 vehicles parked here at any one time.

"All the residents here are extremely unhappy about this situation. At least 3 of the residents have already contacted the Council without success. We have spoken to a further 8 residents who have also voiced their concerns. I am therefore sending this complaint on behalf of the entire neighbourhood. They are all eager to sign a petition as mentioned in my last letter with photographic evidence: please see below:

"We the undersigned wish to put forward a formal complaint that these lorries should not be allowed to park on our road for the reasons stated above"

2. Warrender Way is a mainly residential road with a mixture of detached and semi-detached properties that mostly benefit from off-street parking provision. The shops, Metropolitan and Piccadilly Line underground station and other local amenities in Ruislip Manor Town Centre are a short walk away. One of the entrances to Bishop Ramsay School is situated at the end of Warrender Way.

3. Following receipt of the petition and the concerns raised by residents, colleagues in the Planning Enforcement Team instigated an investigation into the matter. The investigation focussed on the alleged commercial activities taking place in a residential property in Warrender Way. A number of unannounced inspections were undertaken and a Planning Contravention Notice was issued to all parties considered to have a legal interest in the property in question.

4. Having analysed all the information and data collated to date, the Planning Enforcement Team consider that there is insufficient evidence of a material change of use of the property. Accordingly, to date a breach of planning control has not been substantiated but the planning enforcement case currently remains open and ongoing.

5. Given the information provided above, the Cabinet Member will appreciate that the concerns over commercial vehicles parking in Warrender Way are unlikely to be resolved as a breach of planning. As the commercial vehicles parked in the road are 'transit' size vans, they do not contravene the London wide overnight parking ban for vehicles that exceed 5 tonnes maximum gross weight which was introduced in 1974 by the then Greater London Council. Therefore, one of

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the few remaining options for residents would be for them to consider the introduction of parking controls in Warrender Way.

6. As the Cabinet Member will recall, he has considered similar petitions from residents of the area requesting possible measures to address all day parking in their roads which they mainly associate with commuter parking. Subject to the outcome of discussions with petitioners, the Cabinet Member may be minded to include Warrender Way in the possible wider area consultation.

Financial Implications

There are none associated with the recommendations to this report. However, if the Council was to consider the introduction of parking restrictions in Warrender Way, Ruislip 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 to introduce parking restrictions in Warrender Way, Ruislip 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 concurs that there are no direct financial implications associated with this 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.

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.