

EDINBURGH CLOSE, ICKENHAM - PETITIONS RELATING TO THE PROPOSED PARKING MANAGEMENT SCHEME

Cabinet Member	Councillor Keith Burrows
Cabinet Portfolio	Cabinet Member for Planning, Transportation and Recycling
Officer Contact	Kevin Urquhart Planning, Environment, Education and Community Services
Papers with report	Appendix A
NOT FOR PUBLICATION This report contains confidential or exempt information	N / A

HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that residents of Edinburgh Close have objected to the proposed Parking Management Scheme within their road.
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 none associated to the recommendation of this report.
Relevant Policy Overview Committee	Residents' and Environmental Services
Ward(s) affected	Ickenham

RECOMMENDATION

That the Cabinet Member:

1. Notes that two separate petitions have been received, one objecting to the proposals for parking restrictions and one broadly in support of them.
2. Discusses with petitioners and listens to their concerns regarding the proposed parking scheme in their road.

3. **Subject to the outcome of 2. above, instructs officers to investigate options for Edinburgh Close and report back to the Cabinet Member and local Ward Councillors.**

INFORMATION

Reasons for recommendation

It is not clear from the petition whether the residents are asking for changes to the proposed parking scheme or if they wish it to be deferred indefinitely. This will be established with petitioners at the Petition Hearing and, if necessary, through further detailed investigation by officers.

Alternative options considered

These will be discussed with petitioners

Comments of Policy Overview Committee(s)

Non at this stage.

Supporting Information

1. Two petitions have been submitted to the Council with regards to proposals for a Parking Management Scheme in Edinburgh Close, Ickenham.
2. The first petition, with 21 signatures signed by some of the residents of Edinburgh Close was submitted to the Council under the following heading:

“We strongly object to the proposed parking restrictions for Edinburgh Close. The duration of the restriction from 9.00am to 5.00pm is far too prohibitive. A reduced restriction time of say 9.00 to 11.00 am would potentially be more preferable, as this would prevent commuters and teachers parking outside our properties.

Also, the loss of at least three parking spaces outside properties 12 to 18, will increase the burden on the residents of those properties and therefore place more pressure on the lower numbered houses in the Close as there would be less space for residents and their visitors to park in. The residents of the Close are predominantly elderly and require the services of carers, cleaners, delivery and maintenance people to come and help them and therefore, having such extended hours restrictions would be inconvenient for them and also costly in having to purchase more parking permits.

Please take into account these objections when producing further proposals as we are sure that, many of the residents will have raised objections to the initial proposal.”

3. The Cabinet Member will remember hearing a petition in February 2010 from residents of Edinburgh Drive asking for the introduction of a resident parking scheme. After listening to their concerns, the Cabinet Member asked officers to include Edinburgh Drive in the Council’s Parking Programme for subsequent consultation at the earliest opportunity.

The Cabinet Member and local Ward Councillors also asked that two adjoining roads, The Paddock and Edinburgh Close be included within this consultation to see if they would also support parking restrictions within their road. The layout of these three roads is shown in the plan attached as Appendix A.

4. An informal consultation was undertaken with these roads between 13th July – 3rd August 2010, to determine if there would be support for the installation of area wide parking controls. The majority of responses received from Edinburgh Drive and The Paddock indicated a preference to be included in a Parking Management Scheme with the operational times of Mon-Fri 9am-5pm. Responses received from Edinburgh Close indicated that the majority of residents preferred no change to the existing parking arrangements. The results were reported to Ward Councillors and the Cabinet Member in October 2010, who subsequently gave approval to begin the detailed design and statutory consultation for a residents' permit parking scheme in the Edinburgh Drive and The Paddock. However, it has become apparent where parking schemes have been introduced in other areas, that adjoining roads, which perhaps currently do not suffer unduly from non-residential parking and who decide not to be included, subsequently find that they experience parking transfer. In light of this experience the Cabinet Member asked that the residents of Edinburgh Close be re-consulted on the basis that adjoining roads could become part of a Parking Management Scheme.
5. The residents of Edinburgh Close were duly re-consulted between 14th December 2010 and 7th January 2011. Of the 17 consultation documents delivered 12 were returned representing a 71% response rate. Of the 12 households that responded 11 preferred to be included in a possible scheme and 1 preferred no change to the existing parking arrangements. As a result, Edinburgh Close was included in the next stage of statutory consultation on a detailed design along with Edinburgh Drive and The Paddock.
6. Statutory consultation was conducted over a three-week period from the 2nd February 2011 to 23rd February 2011 where residents were given the opportunity to inspect plans of the proposed scheme and asked for their comments. During this period, the Council received a petition from the residents of Edinburgh Close objecting to the proposed scheme.
7. Petitioners are objecting to the proposed scheme within Edinburgh Close as they feel that operational times of the scheme are too restrictive and the proposed parking bays do not provide enough parking for residents. Petitioners have suggested that the operational times of the scheme should be operational for only a couple of hours in the morning to prevent all day non-residential parking.
8. As it is not clear if petitioners are asking for the proposed scheme to be amended for their road or for the proposals to be deferred altogether, it is recommend that the Cabinet Member discusses with petitioners their concerns to determine a possible course of action that would address them.
9. In order for the rest of scheme in Edinburgh Drive and The Paddock not to be delayed, the responses to the consultation from all other roads have been included in a separate report to the Cabinet Member which will be considered in due course. Therefore the proposals in Edinburgh Close have been deferred until residents have had the opportunity to discuss in detail their concerns with the Cabinet Member.

10. In July, a second petition was received of less than 20 signatures requesting the parking scheme in Edinburgh Close be implemented at the same time as the rest of the scheme. As the residents' previous petition opposing the proposals in their current form has also yet to be heard, it is recommended that these two petitions be considered at the same time in order to assist the Cabinet Member in making a decision on how best to proceed. This petition was submitted under the following heading:

"We the undersigned of Edinburgh Close wish to request that residents parking goes into the Close.

We lodge this petition in revocation of any previous petition which we may have signed without fully understanding the facts."

Financial Implications

If a scheme were to be identified and developed for Edinburgh Close, the estimated cost to carry out formal consultation will be approximately £1,000. If this was subsequently implemented, it is estimated to cost approximately £1,500 which, subject to Cabinet Member approval, can be funded from a previous unspent allocation to Willow Tree Close Parking Scheme.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member to discuss in detail with petitioners their concerns and explore possible options that could be introduced to address their issues.

Consultation Carried Out or Required

None at this stage.

CORPORATE IMPLICATIONS

Legal

The Council's power to make orders creating residents permit parking arrangements are set out in Part IV, Section 45 of the Road Traffic Regulation Act 1984. Section 45(3) of the Act states when determining the matter the Council shall consider, both in the interests of the traffic and owners and occupiers of adjoining properties;

- i) the need to maintain the free movement of traffic,
- ii) maintaining reasonable access to properties and
- iii) the extent to which there is off-street parking is available in the neighbourhood (both open and under cover) or would be encouraged by the making of an order

The consultation and order making statutory procedures to be followed in this case are set out in The Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996 (SI 1996/2489) (as amended by Local Authorities Traffic Orders (Procedure) (England and Wales) (Amendment) (England) Regulations 2009 (SI 2009/1116). The Regulations provide that the Council may modify an order whether in consequence of any objections or otherwise, before an Order is made. If the modifications are considered by the Council to make a substantial change

to the Order the Council shall take steps it considers appropriate. These steps may include informing persons likely to be affected by the modifications and giving those persons an opportunity to make further representations for the Council's consideration.

In considering all 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. If substantial amendments are proposed in light of representations received as part of a consultation, decision makers should consider whether it is appropriate to re consult on the amended proposals. In this particular case, a statutory consultation has effectively resulted in the proposal not being implemented and the petition seems to be suggesting substantial amendments to the proposal. If following the petition hearing, it is decided that an alternative scheme is desirable; a new statutory consultation must be carried out on the latest proposal.

BACKGROUND PAPERS

Petition dated – 20th February 2011

Petition dated – 14th July 2011