

# NORTH DRIVE, RUISLIP - PETITION REQUESTING STAGGERED WAITING RESTRICTIONS

<b>Cabinet Member(s)</b>	Councillor Keith Burrows
<b>Cabinet Portfolio(s)</b>	Planning, Transportation and Recycling
<b>Officer Contact(s)</b>	Catherine Flew Residents Services
<b>Papers with report</b>	Appendices A - C

## 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition requesting staggered waiting restrictions on North Drive, Ruislip.
<b>Contribution to our plans and strategies</b>	The request can be considered as part of the Council's Road Safety Programme.
<b>Financial Cost</b>	There are no direct costs associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents' & Environmental Services.
<b>Ward(s) affected</b>	Eastcote and East Ruislip Ward.

## 2. RECOMMENDATION

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

1. Considers their concerns regarding parking issues and their request for staggered yellow lines on North Drive;
2. Notes the previous work associated with an earlier informal parking consultation sent to the residents of North Drive, relevant details of which are set out in the body of this report;
3. Subject to the above asks officers to add the petitioners' request to the Council's Road Safety Programme for further investigation;

### Reasons for recommendations

The petition hearing will provide a valuable opportunity to hear concerns and suggestions directly from the petitioners.

### **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 26 signatures has been submitted to the Council, requesting staggered single yellow lines on North Drive, Ruislip.
2. North Drive is a residential road in close proximity to High Street, Ruislip. A location plan is attached as Appendix A to this report.
3. Prior to receipt of this petition, the Council had been contacted by the London Fire Brigade with concerns regarding obstructive parking in North Drive and potential delays to their response times due to vehicles parking on both sides of this road.
4. Following discussions with the Cabinet Member and local Ward Councillors, the Council developed a proposal for a waiting restriction on the eastern side of North Drive between the existing double yellow lines at its junctions with Eastcote Road and Midcroft, as shown in the plan attached as Appendix B to this report.
5. The Council sent out an informal consultation pack consisting of a letter, plan and questionnaire to all the properties of North Drive. This consultation was intended to seek the views of residents on the following three options for the operational hours of the proposed waiting restrictions.
  - **Option 1**: 'At any time' waiting restrictions (double yellow lines)
  - **Option 2**: Single yellow line operational "between 12noon to 1pm, Monday to Friday"
  - **Option 3**: Single yellow line operational "between 8am to 6:30pm, Monday to Saturday"
6. The informal parking consultation document was sent to all 28 properties of North Drive and the Council received responses from the residents of 24 properties. Of the responses received, 22 indicated their support for one of the options provided, as summarised in Table 1:-

	<b>No. of responses in support</b>
<b>Option 1</b>	0
<b>Option 2</b>	16

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### PART I - MEMBERS, PUBLIC AND PRESS

*Table 1: Informal consultation responses*

7. Although the majority of respondents to the informal consultation indicated their support for Option 2, there were a number of comments suggesting different variants of this option as summarised below:

- Waiting restriction operational for one/two hour(s) during both the morning and afternoon (six responses);
- Waiting restrictions on both sides of the road (four responses);
- Waiting restriction operational for an hour but outside the lunch time period (three responses).

8. During the informal consultation, the Council also received a petition from 26 residents of North Drive concerning the proposed options for waiting restrictions in their road.

In a covering letter, the lead petitioner states: *"We have all returned our questionnaires and the majority of us have selected Option 2 as the best of the options available to us from [the Council's letter]. However, whilst recognising the problems caused to the emergency services by the current situation in the road, we feel that the proposed solutions are not at all adequate and will not provide us with a positive outcome".*

In the covering letter, the lead petitioner goes on to suggest: *"What is required is a solution that eases the parking situation, and allows easy access for emergency services vehicles, but at the same time does not open the road up as a 'rat-run'. The residents of the street have met and discussed different ideas for relieving the situation. We have come to the conclusion that a simple and effective solution would be to allow parking on both sides of the street, but to restrict it so that vehicles cannot be parked opposite each other. This could be achieved by a set of staggered single yellow lines [as shown in a plan attached to the petition]. The yellow lines would be operational from 8:30am - 6:00pm, Monday - Friday. The benefits would be:*

- *Free parking still available but in selected parts of the street*
- *The street would be freer, but not totally to large vehicles - there would be a natural 'chicane' effect, which would deter (but not totally prevent) large vehicles from using it as a cut through*
- *Speed would be controlled as cars would have to wind their way down the street*
- *Emergency vehicles would have access as there would be more room between vehicles parked*
- *Additionally, to prevent dangerous double parking near the T junction of Eastcote Road and North Drive, we would like to propose double yellow lines (east side) from Eastcote Road to the left of No. 1 North Drive*

*In conclusion, we would emphasise that one of the results of this consultation that we definitely do not want to see, would be any parking meter or other 'Resident's Permit' scheme. We enjoy being able to offer, visitors, tradesmen or whoever, free parking in the road and do not want that to change. We are also cognisant of the importance of parking availability to people working and shopping on the High Street. It is in the interest of us all to ensure that Ruislip High Street continues to thrive, so allowing free parking for high street shoppers, and shop and office workers in our road is a small but important contribution to the health of the High Street. All we want is more control over where parking can be permitted, to the benefit of us all."*

9. The petition request was received during the informal consultation and it is not clear how many residents completed and returned the Council's informal parking consultation questionnaire before signing the petition, (or vice versa).

10. The petition included an annotated plan with a suggested lay-out for the requested staggered yellow lines on North Drive. Council Officers have reproduced this plan, as shown in Appendix C to this report. The Cabinet Member will be aware that the Council does not generally install short sections of waiting restrictions to protect individual properties due to the difficulties of enforcement. In addition, where possible the Council tries to avoid installing single yellow line waiting restrictions with differing operational hours within the same road to avoid confusion to motorists.

11. It is therefore recommended that the Cabinet Member meets the petitioners and listens to their concerns, and decides if their request should be added to the Council's Road Safety Programme for further detailed investigation and consultation.

### **Financial Implications**

There are no financial implications associated with the recommendations to this report. If after further investigation any measures are subsequently approved by the Council, 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 an opportunity to discuss in detail with petitioners their concerns.

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

Informal parking consultation sent to all the properties of North Drive, Ruislip.

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

Corporate Finance has reviewed this report and concurs with the financial implications noted above.

### **Legal**

There are no special legal implications for the proposal to discuss with petitioners their request for staggered waiting restrictions on North Drive, Ruislip, 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**

None.