

PETITION REQUESTING PARKING CHANGES AND REMOVAL OF GRASS VERGE IN COTTINGHAM CHASE, RUISLIP

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	Caroline Haywood Residents Services Directorate
Papers with report	Appendices A, B & C

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition requesting the introduction of double yellow lines and the removal of grass verges in Cottingham Chase, 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	Manor

2. RECOMMENDATIONS

Meeting with the Petitioners, the Cabinet Member:

- 1. Listens to their request for alterations to the highway layout and the introduction of waiting restrictions in Cottingham Chase;**
- 2. Notes that a consultation on options for waiting restrictions has already been undertaken, the outcome of which is discussed in the body of the report;**
- 3. Notes that, as has already been explained to the lead petitioner, the Council will not consider the removal of all or part of the established grass verges which run throughout the road, as explained again in the body of the report;**
- 4. Notes that the views of the emergency services have been sought, as described in the body of the report;**

5. Notes that the only circumstances under which reduced rates may be offered for vehicle crossovers leading to private frontages or driveways are when the Council is at the same time undertaking the planned resurfacing or repair of the footway.

Reasons for recommendations

To allow the Cabinet Member to discuss with petitioners their concerns and, if appropriate, add aspects of their request for further investigation.

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 41 signatures has been submitted to the Council. The petition seeks:

- "(1) Grass verges removed from Cottingham Chase*
- (2) Yellow lines 10m round the corners to the entrances to our road*
- (3) Allow emergency access*
- (4) Reduce vehicle damage*
- (5) Reduce rates for driveways.*

Desired Outcome: Grass verges removed and yellow lines on corners 10m"

2. Cottingham Chase is a narrow, straight residential road between Sidmouth Drive and Dartmouth Road, with properties situated on both sides. Ruislip High School is a short walk away in Sidmouth Drive, as is Ruislip Gardens LUL station which serves the Central Line; furthermore the Chiltern Line is accessible via South Ruislip Station, which is the next stop on the Central Line. A location plan is attached as Appendix A.

3. Cottingham Chase has a carriageway width of approximately six metres, with footways typically 2.5m of which 1.5m is hard footway and 1m is grass verge. Within the grass verges are lamp columns and other street furniture.

4. Shortly after receipt of the petition, officers discussed the petitioners' concerns with the Cabinet Member and Ward Members, and it was agreed that the lead petitioner would be approached and their concerns explored with a view to helping them understand that some aspects of their request will not be progressed. Accordingly, officers wrote a detailed e-mail to the lead petitioner on September 21st 2018 with a response on each aspect of the five points set out in their petition.

5. It was suggested in the e-mail that, if the Council had not heard within 21 days of its receipt, the Council would take it that the petitioner had effectively agreed that their petition need no longer be formally heard. However, in early November, the lead petitioner contacted officers to say that

they did wish their petition to be formally heard, hence the reason for this petition report and the hearing before the Cabinet Member.

6. With regard to 'item (1)' in the petition, the Cabinet Member will be aware that the Council does not remove established grass verges for the benefit of parking in residential roads. This is partly because the loss of grass verge is considered to have an adverse impact on the visual amenity of such roads, but also because the work involved in converting a grass verge to allow parking by vehicles can be complex and considerable, and involves excavation and removal of the soil and sub-soil in order to lay a strong foundation on which to lay a suitable surface. Usually the process also requires alterations to streetlighting and buried services and the removal of street trees.

7. Where the paved footway is narrow, the reduction in overall width of the verge may also introduce accessibility issues and bring parked vehicles closer to the walls, doors and windows of properties in the road.

8. The fact that the Council will not authorise the removal of the grass verges in Cottingham Chase was explained to the lead petitioner in the e-mail of September 21st referenced above.

9. The petition also asked, under 'item (2)', for limited double yellow lines around the corners of the junctions at each end of Cottingham Chase. The Cabinet Member will recall that a formal consultation on waiting restrictions at each end of Cottingham Chase has already been undertaken. Details of the proposal are illustrated in Appendix B attached.

10. The Cabinet Member has separately considered the outcome of that process. It may be noted that a response to this consultation was received from the lead petitioner. As explained in the e-mail of September 21st, the implication of this consultation is that, in effect, the request set out in 'item (2)' of the petition has already been enacted.

11. As the Cabinet Member will recall, the decision was made following comments received to the formal consultation on proposed waiting restrictions to proceed with 'At Any Time' waiting restrictions on the junctions, including one side down to the start of the houses at either end of Cottingham Chase, as illustrated on Appendix C.

12. The third item, 'item (3)' in the petition, makes reference to '*allowing emergency access*' and similarly 'item (4)' states simply '*reduce vehicle damage*'. The lead petitioner helpfully supplied some photographs to support the contention that uncontrolled parking in Cottingham Chase has a detrimental impact on the ability of the emergency services to access properties; in particular those near the central section of Cottingham Chase. Clearly the consultation on an option for limited double yellow lines referenced above could deliver a significant improvement in access for all traffic, including emergency and refuse vehicles as well as for the residents themselves.

13. Whilst, as explained above, the Council has directed that the removal of grass verges will not be authorised, for the reasons already given, it is conceivable that further waiting restrictions could be considered within Cottingham Chase; however, the likely level of support for a scheme which might remove up to half of the available parking for residents is not known.

14. The Cabinet Member will also be aware that there is sometimes an unintended risk that by opening up a short straight residential road through stripping out some of the parking, there may

be a significant increase in the speed of through-traffic, thereby creating a road safety issue which did not exist beforehand.

15. The Cabinet Member will be aware that officers meet with the emergency services and related stakeholders on a regular basis, and the situation in Cottingham Chase was specifically drawn to their attention.

16. The London Fire Brigade undertook a route test with Council officers in attendance, and the proposed waiting restrictions were supported by them as a suitable measure to aid their access in an emergency.

17. With reference to 'item (5)' (*'Reduce rates for driveways'*), the Cabinet Member may take the view that the setting of 'special rates' for individual roads or households would be impractical because this would run the risk of accusations of favouritism, fraud or unfairness if not evenly applied, and their consideration would set an unwelcome precedent. It is also a fact that the rates that Hillingdon Council charges for such works are already amongst the lowest in West London, and it is not possible for the Council to consider offering such services at a loss.

18. As the Cabinet Member will be aware, the only situation where the Council does offer a reduction in the rates for vehicle crossovers is under the specific circumstances where the footways in a road are in the process of being resurfaced and, in such a situation, the works involved can be incorporated as part of the contractor's programme.

19. In summary, the Cabinet Member may wish to share with petitioners the outcome of the recent consultation for waiting restrictions in Cottingham Chase whilst reiterating the point already made in writing to the lead petitioner that the Council will not consider removal of any of the grass verges in the road.

Financial Implications

There are no financial implications associated with the recommendations to this report; however, if the Council were to consider changes to the road layout in Cottingham Chase, Ruislip, funding would need to be identified from a suitable source.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendations?

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

As noted in the report, the Council has already undertaken a consultation with residents to establish if there is overall support for the proposed waiting restrictions.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed the recommendations of 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 in Cottingham Chase. 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). There will also need to be consideration of Highways Act 1980, the Road Traffic Regulation Act 1984, the Traffic Signs Regulations and General Directions 2002, which govern road traffic orders, traffic signs and road markings.

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

Corporate Property and Construction

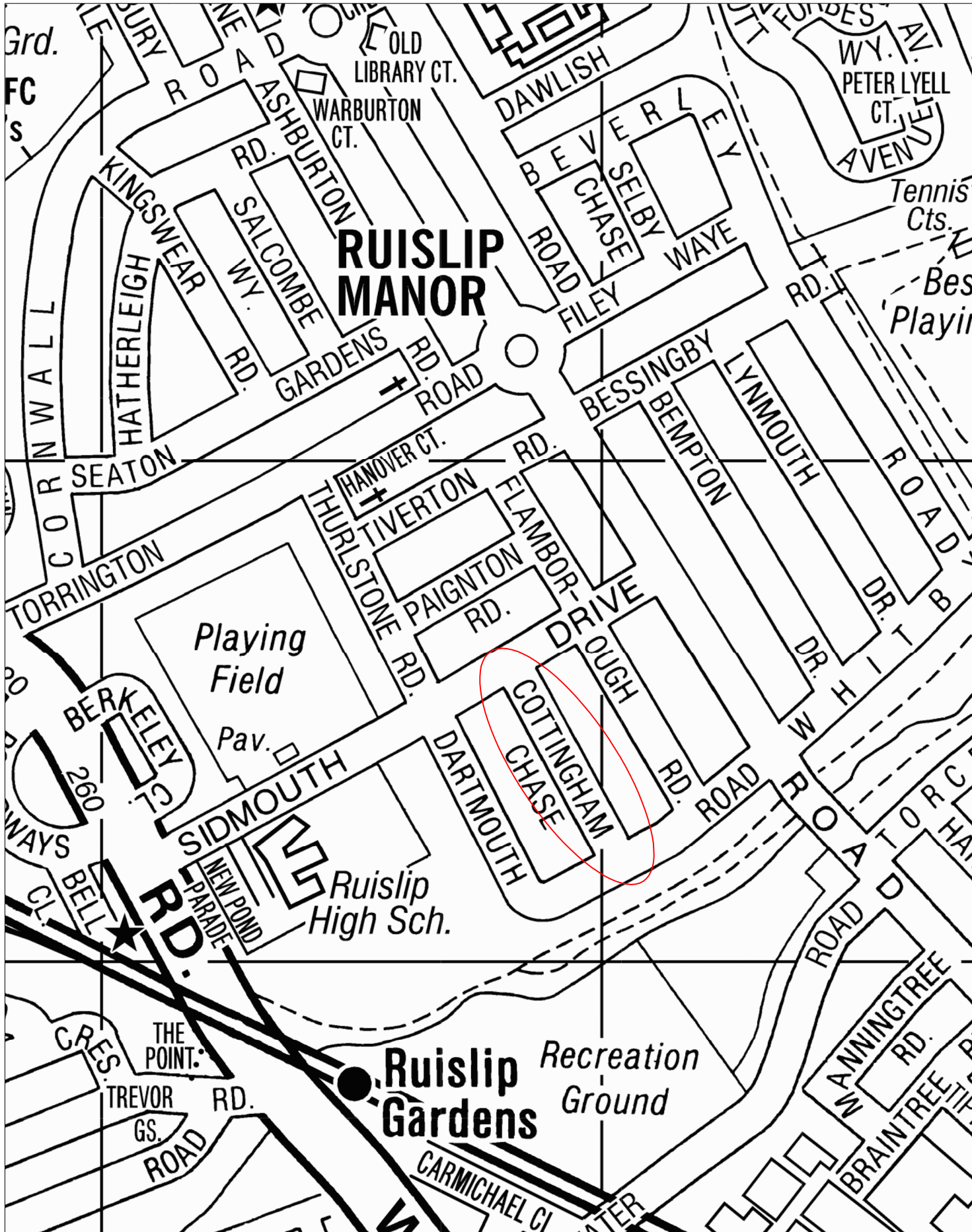
None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received.



 Cottingham Chase

Notes:

DIT
 PROPOSED DOUBLE YELLOW LINE & TERMINAL



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Project

ROAD SAFETY PROGRAMME

Description
 Cottingham Chase, Ruislip

Scale	Drawn	Checked	Rev
N1:5	CH	01/18	B
Project No.	Drawn No.	Checked (Initials/Date)	Rev
A3	RSPD1		B



Notes:

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 PROPOSED DOUBLE YELLOW LINE & TERMINAL



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