

THE RIDGEWAY, RUISLIP - PETITIONS ASKING THE COUNCIL FOR A 20 MPH ZONE AND PARKING MANAGEMENT SCHEME.

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| Cabinet Member | Councillor Jonathan Bianco |
| Cabinet Portfolio | Cabinet Member for Property, Highways and Transport |
| Officer Contact | Steven Austin – Place Directorate |
| Papers with report | Appendix A |

HEADLINES

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| Summary | To inform the Cabinet Member that two petitions have been received, one asking for a 20mph zone and a second requesting a Parking Management Scheme in The Ridgeway, Ruislip. |
| Putting our Residents First | This report supports the Council objective of <i>Our People</i> . The request can be considered as part of the Council's annual programme of road safety initiatives and on-street parking controls. |
| Financial Cost | Subject to the outcome of discussions with petitioners, the Cabinet Member may be minded to commission speed and traffic surveys. The current cost of these is in the region of £85 per location and can be funded from within existing revenue budgets for the Transportation Service. |
| Relevant Select Committee | Property, Highways and Transport Select Committee. |
| Relevant Ward | Ruislip. |

RECOMMENDATIONS

That the Cabinet Member for Property, Highways and Transport:

- 1) meets with petitioners and listens to their request for the Council to implement a 20mph zone and a Parking Management Scheme in The Ridgeway; and
- 2) subject to the outcome of the above, decides if officers should commission independent 24/7 traffic and speed surveys on The Ridgeway at locations agreed with petitioners and Ward Councillors, and to add the request for a Parking Management Scheme programme to the Council's extensive forward programme.

Reasons for recommendations

The Petition Hearing will provide a valuable opportunity to hear directly from the petitioners of their concerns and suggestions.

Alternative options considered / risk management

None at this stage.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

1. Two petitions signed by residents of The Ridgeway, have been submitted to the Council. As both petitions are broadly focussed on the same location and submitted by the same lead petitioner, it seems appropriate to consider both requests at the same time.
2. The first petition has been signed under the following heading:

“The introduction of a 20-mph zone in The Ridgeway, Ruislip between the junction of The Ridgeway with Hawtreys Drive and Westholme Gardens.

PURPOSE: To slow the speed of traffic to enable residents to exit their drives safely in a narrow road with several bends that restrict sight lines and to make the road safer for all road users including pedestrians and school children on the way to and from Bishop Ramsey and Warrender Schools”

3. The second petition has been signed under the following heading:
“Parking Management Scheme in The Ridgeway, Ruislip between the junction of The Ridgeway and Hawtree Drive and Westholme Gardens that would restrict parking for one hour in the morning and one hour in the afternoon, Monday to Friday, to residents with permits and their visitors displaying visitor permits.”

In accompanying statements, petitioners have helpfully outlined their desired outcomes as:

***20-mph Zone:** “To slow the speed of traffic, to enable residents to exit their drives safely on a narrow road with several bends that restrict sight lines and to make the road safer for all road users including pedestrians and school children on their way to Bishop Ramsey and Warrender Schools.”*

***Parking Scheme:** “To reduce the number of vehicles parked on the carriageway to improve sight lines and visibility on a narrow road with several bends. This will help residents exit their drives safely and help all road users including residents as until you are almost bumper to bumper.”*

This section of The Ridgeway is a mainly residential road comprising of detached properties, all of which appear to benefit from off-street parking. The Ridgeway is located just a short walk away from Ruislip Manor Town Centre, a well-used underground station, and local amenities. Warrender Primary School is located nearby and an entrance to the school is located on Old Hatch Manor which is adjacent to The Ridgeway. Similarly, Bishop Ramsey Church of England Secondary Modern School is a short walk away via Warrender Way. A location plan is attached as Appendix A.

4. During a site visit made by officers it was noted that cars were observed to be parked on both sides of The Ridgeway, in a manner which often acts as an unintended traffic calming measure.
5. The section referred to in both the petitions is roughly 190 metres long, an average width between kerbs of around 7.5metres, and rises moderately steeply as well as being curved in plan; it is situated between Westholme Gardens and Hawtrey Drive. This section is also the nearest part of The Ridgeway to the Ruislip Manor train station.
6. However, the schools referenced are sited slightly to the north of this section of The Ridgeway, arrayed on either side; Warrender to the left via Old Hatch Manor and Bishop Ramsey to the north via Warrender Way. Pupils of Bishop Ramsey, which has a wide catchment area, come via Ruislip Manor Station from wider destinations served by the Metropolitan and Picadilly Line services as well as the various bus services passing nearby.
7. It would appear logical to consider also the section of The Ridgeway near those other junctions, if the road safety and parking concerns are partially related to those walking or driving to and from those schools.
8. However, residents are clearly concerned at perceived vehicle speeds in their section of road. In light of the testimony made by residents, not only in the petition and accompanying letter, but also during the meeting, the Cabinet Member may be minded to instruct officers to commission independent 24/7 speed and traffic surveys on The Ridgeway at locations agreed with petitioners and Ward Councillors.
9. It is strongly recommended that the views of the Metropolitan Police should also be sought, because it is they and they alone who have the necessary enforcement powers to tackle speeding in general, as 'speeding' is an endorsable offence, which can lead to points on a driver's licence as well as potential prosecution.
10. As the Cabinet Member will be aware, independent traffic surveys are a reliable and well-established means to understand the real situation on the ground. The surveys generally use specialist equipment, including pneumatic tubes which are mounted temporarily on the road surface, fitted transversely across the whole width of the carriageway. These devices are installed for a period of at least a week to ten days and monitor traffic movements on a '24/7' basis. The discreet equipment is sufficiently sophisticated that not only can it record traffic speeds at any given time, it also records the size and type of vehicle, from motorcycles to large multi-axled lorries.
11. In addition to a 20mph zone, petitioners have requested the possible introduction of a Parking Management Scheme in The Ridgeway between Hawtrey Drive and Westholme Gardens. It is not the Council's usual practice to implement parking schemes in a small section of road, as parking can simply transfer to surrounding roads. However, it is recommended that the Cabinet Member discusses with petitioners and their ward councillors the nature of their concerns and suggestions in greater detail.
12. There is, for example, a section of circa 25 metres of clear, unrestricted parking from a point just north of the junction of Old Hatch Manor and The Ridgeway, on the western side of the latter, which extends to just before the driveways of the rear garage to No. 21 Old Hatch Manor and the adjacent one for No. 26 The Ridgeway. It is evident that this section

of kerblines may be attractive to people parking for the school or even the train station; it may also, however, benefit visitors to the households nearby as it is alongside a long fence forming one side of the garden of No. 21 Old Hatch Manor.

13. Furthermore, unregulated parking also exists within Hawtrey Drive and it is clear that some of this may be associated with both commuters and nearby schools, more likely Warrender than Bishop Ramsey. Finally, there is also some unregulated parking in Westbourne Gardens, especially to the east of its junction with The Ridgeway.
14. It is suggested therefore that these issues should be considered in the round as any changes in the short section of The Ridgeway explicitly referenced in the petition could have a consequential wider impact in other sections of The Ridgeway and the connecting residential roads as described above. Ward Councillors may be able to offer their own advice on the basis of their local knowledge of this area.
15. The Cabinet Member may wish to note that there have been previous petitions for parking management schemes in broadly the same area, but none have led to a comprehensive scheme; this is most likely because, when faced with the options and consideration of the related aspects such as parking permits and visitor vouchers that are an integral part of such schemes, some of the residents who would be directly affected may have decided on balance that they would prefer to leave the arrangements as they were.
16. Subject to the outcome of these discussions, and if he deems it appropriate, the Cabinet Member may be minded to instruct officers to add this request to the Council's extensive parking scheme programme for further investigation and possible informal consultation with residents.

Financial Implications

Subject to the outcome of discussions with petitioners, the Cabinet Member may be minded to commission speed and traffic surveys. The current cost of these is in the region of £85 per location and can be funded from within existing revenue budgets for the Transportation Service. If works are subsequently required, funding would need to be identified from a suitable source.

RESIDENT BENEFIT & CONSULTATION

The benefit or impact upon Hillingdon residents, service users and communities

To allow the Cabinet Member to consider the petitioners' request.

Consultation carried out or required

None at this stage.

CORPORATE CONSIDERATIONS

Corporate Finance

Corporate Finance has reviewed the recommendations to this report and concurs with the financial implications as set out above.

Legal

Legal Services confirms that there are no specific legal implications arising from this report.

Infrastructure/ Asset Management

None at this stage.

Comments from other relevant service areas

None at this stage.

BACKGROUND PAPERS

Petition received.



The Ridgeway, Ruislip
Location plan

Appendix A

February 2023

Scale 1:4,000