

## **KING EDWARDS ROAD, RUISLIP - PETITION OBJECTING TO THE EXPERIMENTAL TRAFFIC ORDER**

**Cabinet Member**

Councillor Keith Burrows

**Cabinet Portfolio**

Planning, Transportation and Recycling

**Officer Contact**

Catherine Freeman

**Papers with report**

Appendices A &amp; B

### **HEADLINE INFORMATION**

**Purpose of report**

To inform the Cabinet Member that a petition of 49 signatures has been received from patients of King Edwards Medical Centre objecting to the waiting restrictions introduced on a section of King Edwards Road under an Experimental Traffic Order. These waiting restrictions have been in operation for over 6 months and the Council can now decide if they should be made permanent.

**Contribution to our  
plans and strategies**

The request for modifications to the Experimental Traffic Order can be considered as part of the Council's strategy for on-street parking and road safety

**Financial Cost**

If the Cabinet Member decides to make the waiting restrictions permanent, there would be a cost of approximately £500 to issue the relevant Public Notices. If the Cabinet Member decides to reduce the hours of operation of the single yellow line waiting restrictions, the estimated cost to change the restrictions is £400.

**Relevant Policy  
Overview Committee**

Residents' &amp; Environmental Services

**Ward(s) affected**

West Ruislip Ward

### **RECOMMENDATION**

**That the Cabinet Member for Planning, Transportation & Recycling:**

- 1. Meets with the petitioners to discuss in greater detail their concerns regarding the waiting restrictions introduced on a section of King Edwards Road under an Experimental Traffic Order**

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- 2. Subject to (1) decides whether the waiting restrictions introduced on a section of King Edwards Road and Church Road under an Experimental Traffic Order are made permanent or asks officers to investigate options to modify these restrictions**

## **INFORMATION**

### **Reasons for recommendation**

To investigate the petitioners' concerns in further detail.

### **Alternative options considered / risk management**

These can be discussed in greater detail with petitioners

### **Comments of Policy Overview Committee(s)**

None at this stage

### **Supporting Information**

1. King Edwards Road is predominately a residential road with some off-street parking. King Edwards Medical Centre and a small number of businesses are located on the north side of the road. The section of King Edwards Road between Sharps Lane and Church Avenue is privately owned and a location plan is shown in Appendix A.

2. In May 2009 the Council received a letter from a resident requesting waiting restrictions on the non-private section of King Edwards Road. The reason for this request is because vehicles parked on both sides of the road restricts the free flow of traffic and causes visibility difficulties for vehicles exiting their driveways. The resident canvassed their neighbours and received support for waiting restrictions from ten properties on the north side of King Edwards Road and one property on the south side of this road. The majority of these residents indicated their support for a single yellow line, extending the full length of King Edwards Road, with no parking within the working day.

3. Between 27 August 2010 and 25 September 2010, the Council carried out an informal consultation with properties on the non-private section of King Edwards Road regarding options for 'Monday – Saturday, 8am – 6:30pm' waiting restrictions in this road. The options included waiting restrictions on the north side only, both sides of the road or no change to the existing parking arrangement. The Council received 20 responses out of the 29 properties consulted and no response was received from King Edwards Medical Centre. Analysis of the informal consultation results indicated a slightly higher support for 'Monday – Saturday, 8am – 6:30pm' waiting restrictions on both sides of King Edwards Road and 'At any time' waiting restrictions on the junction with Church Avenue.

4. The results of the informal consultation were reported to local Ward Councillors who were also asked for their views on the request for waiting restrictions in King Edwards Road. One Councillor suggested the introduction of waiting restrictions under an Experimental Order to assess their impact.

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5. As the informal consultation results only indicated a slightly higher support for 'Monday – Saturday, 8am – 6:30pm' waiting restrictions on both sides of King Edwards Road, officers recommended the introduction of waiting restrictions under an Experimental Order on the north side of King Edwards Road initially to allow some on-street parking. 'At any time' waiting restrictions were also recommended on the junction of King Edwards Road and Church Avenue as shown in Appendix B. The proposal was discussed further with the Cabinet Member for Planning, Transportation and Recycling, who asked officers to introduce the proposed waiting restrictions under an Experimental Order.

6. In February 2010, a letter was delivered to the properties of King Edwards Road between Church Avenue and High Street, informing residents of the consultation results and proposal to introduce a section of waiting restrictions under an Experimental Order. The Council received two letters in support of the proposal. One resident suggested that the waiting restrictions should not apply on a Saturday as this will impact on parking for the local shops.

7. The operative date for this scheme came into force on 4<sup>th</sup> March 2010, which allowed the initial 6 months to 4<sup>th</sup> September 2010 for the public to object or make representations. In August 2010 a petition of 49 signatures from King Edwards Medical Centre in King Edwards Road was presented to the Council with the following heading:

*“In view of the parking changes planned for King Edwards Road we ask that the London Borough of Hillingdon provide 2 parking spaces for Doctors and 2 parking spaces for disabled patients for King Edwards Medical Centre, 19 King Edwards Road, Ruislip”*

8. The petition was signed by patients of King Edwards Medical Centre who are residents of Ruislip, Ickenham, Northwood and Eastcote, but none of which are residents of King Edwards Road. The petition also includes a covering letter which states that the experimental traffic order has reduced parking for patients and doctors, making it difficult to have adequate access to the surgery. There are concerns that many patients visiting the surgery are elderly and have limited mobility but may not qualify for a disabled badge. The covering letter also states that if restrictions are considered necessary on the north side of King Edwards Road, could these be limited to prevent all day parking but enable patients to have access to the surgery for the limited period of their medical consultation.

9. During the statutory consultation period, the Council received two further letters objecting to the experimental waiting restrictions in King Edwards Road. One of these objections is from a business located in King Edwards Road who stated that the businesses in this road are long established and parking for staff and clients is much needed. The objector is concerned that there are no viable parking alternatives within a reasonable distance and parking for the station is being arranged earlier by people taking advantage of the reduced number of available spaces in King Edwards Road. The second objector works in Ruislip and is concerned about available parking not only for people who work in the local area but also for people who visit the Medical Centre located in King Edwards Road.

10. In January 2011, the Council received a phone call from a resident on the northern side of King Edwards Road, confirming their support for the waiting restrictions introduced under an Experimental Order on a section of this road.

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11. It is suggested that the Cabinet Member discusses in detail with petitioners their concerns with parking issues in King Edwards Road and endeavour to determine options that officers could investigate in detail as part of the Road Safety Programme as resources permit.

## **Financial Implications**

If the Cabinet Member decides to make the waiting restrictions permanent, there would be a cost of approximately £500 to issue the relevant Public Notices. If the Cabinet Member decides to reduce the hours of operation of the single yellow line waiting restrictions, the estimated cost to change the restrictions is £400. This can be funded from an existing allocation from the Parking Revenue Account.

## **EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES**

### **What will be the effect of the recommendation?**

It will allow further consideration of the petitioners' concerns.

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

Public Notice of the waiting restrictions introduced on King Edwards Road under an Experimental Order has been given in the local newspaper and Notices displayed on the streets affected.

## **CORPORATE IMPLICATIONS**

### **Legal**

The Road Traffic Regulation Act 1984 enables the Council to make an experimental traffic regulation order containing any of the provisions which may be included in a traffic regulation order. An experimental order may not last for a period exceeding 18 months.

Prior to making an experimental traffic order the Council must carry out consultation and give notice in a local newspaper that an order is to be made. The order will not come into effect until 7 days after it has been advertised. During the time period proposed for the order, the Council will carry out consultation and will evaluate the effectiveness of the order.

Once the experimental order is in force, persons concerned about the impact of the order will have the opportunity, to make representations about why the order should not become a permanent order.

Section 122 of the Road Traffic Regulation Act 1984 means that the Council must balance the concerns of the objectors with the statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic.

The objections identified in this report by the petitioners may be relevant consideration in deciding whether to make this form of order permanent. In considering the consultation responses, decision makers must ensure there is a full consideration of all representations

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arising including those which do not accord with the officer recommendation. The decision maker must be satisfied that responses from the public were conscientiously taken into account.

### **Corporate Landlord**

The report has no significant property implications and the Corporate Landlord has no comments.

### **BACKGROUND PAPERS**

Petition objecting to the Experimental Traffic Order, dated 30<sup>th</sup> July 2010

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