



Democratic Services

Location: Phase II
Ext: 0692
DDI: 01895 25 0692
Ref: NF
CMD No: 170

**To: COUNCILLOR JOHN RILEY
CABINET MEMBER FOR PUBLIC SAFETY AND
TRANSPORT**

c.c. Perry Scott – Corporate Director, Infrastructure,
Transport & Building Services
c.c. Kevin Urquhart – Infrastructure, Transport &
Building Services
c.c. Chairman of the Public Safety & Transport Select
Committee
c.c. Ward Councillors for South Ruislip
c.c. Conservative and Labour Group Offices
(inspection copy)

Date: 21 June 2021

Non-Key Decision request

Form D

Objection to the proposed amendments outside No. 71 Long Drive, Ruislip to accommodate a new vehicle crossing

Dear Cabinet Member

Attached is a report requesting that a decision be made by you as an individual Cabinet Member. Democratic Services confirm that this is not a key decision, as such the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 notice period does not apply.

You should take a decision **on or after Tuesday 29 June 2021** in order to meet Constitutional requirements about publication of decisions that are to be made. You may wish to discuss the report with the Corporate Director before it is made. Please indicate your decision on the duplicate memo supplied, and return it to me when you have made your decision. I will then arrange for the formal notice of decision to be published.

Neil Fraser
Democratic Services Officer

Title of Report: Objection to the proposed amendments outside No. 71 Long Drive, Ruislip to accommodate a new vehicle crossing

Decision made:

Reasons for your decision: (e.g. as stated in report)

Alternatives considered and rejected: (e.g. as stated in report)

SignedDate.....

Cabinet Member for Public Safety and Transport

Objection to the proposed amendments outside No. 71 Long Drive, Ruislip to accommodate a new vehicle crossing

Cabinet Member(s)	Councillor John Riley
Cabinet Portfolio(s)	Cabinet Member for Public Safety and Transport
Officer Contact(s)	Kevin Urquhart, Infrastructure, Transport & Building Services
Papers with report	Appendix A – Plan showing the proposed amendments outside No. 71 Long Drive, Ruislip

HEADLINES

Summary	To inform the Cabinet Member that an objection has been received to proposed amendments outside No. 71 Long Drive, Ruislip to accommodate a new vehicle crossing.
Putting our Residents First	This report supports the Council objective of Our People. The objection to the consultation will be considered in relation to the Council's strategy for parking in residential areas.
Financial Cost	The estimated cost implications in relation to the recommendations set out in this report is £1,000.
Relevant Select Committee	Public Safety & Transport.
Relevant Ward(s)	South Ruislip.

RECOMMENDATIONS

That the Cabinet Member:

1. Notes the objection received during the statutory consultation for the proposed removal of the permit holder parking place outside No. 71 Long Drive, Ruislip, and;
2. Approves the parking place outside No. 71 Long Drive, Ruislip be removed and replaced with a section of 'Monday to Friday 9am to 5pm' waiting restrictions as proposed and indicated on Appendix A.

Reasons for recommendations

To allow clear vehicular access to planned individual vehicle crossing being constructed outside No. 71 Long Drive, Ruislip.

Alternative options considered / risk management

None at this stage.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

1. The Council's Highways Team received requests for a new vehicle crossing to be constructed outside No. 71 Long Drive, Ruislip. Prior to work commencing on the construction of this new vehicle crossing, an entire Zone SR (South Ruislip) permit holder parking place would need to be removed from directly outside where the new vehicle crossing is planned in order to ensure unimpeded access and egress to the off-street parking facilities that are being created.
2. Following the above, statutory consultation was carried out on these amendments to facilitate the installation of the new vehicle crossing. During this period street notices were erected and public notices were placed in the London Gazette and a local newspaper. Additionally, the Council wrote to the residential properties abutting the section of road where the changes are proposed.
3. It was proposed that the parking place outside where the new vehicle crossing would be removed and replaced with a 'Monday to Friday 9am to 5pm' waiting restriction to prevent other drivers from causing an obstruction once the vehicle crossing had been constructed. Attached as Appendix A to this report is a plan of the proposals.
4. During the consultation period, the Council received an objection from a resident who lives nearby. The main concern of this resident is that the parking capacity will be reduced following removal of this parking place and in their opinion at least a small space could still remain once the new crossover has been installed.
5. The Council's Highways Policy for new crossover applications states that crossovers will not be permitted where they would result in the loss of more than one space in residents' parking places in a Parking Management Scheme. In this instance the length of the existing parking space is 8 metres with a kerb build out at one end meaning that only one car can comfortably fit within the bay markings, the minimum parking space required for 2 cars being 10 metres.
6. In response to the objection, the revised proposal is to remove the entire parking place because a parking place could not be retained adjacent to the new vehicle crossing. The minimum length of a parking place that the Council can propose is 4.5 metres and it is usual practice to leave at least 0.5 metres gap between the end of the dropped kerb and the start of

the bay. Therefore at least 5 metres of raised kerb would be required if the Council was to consider retaining a parking place at this location.

7. Following further investigation officers can confirm that it will not be possible to accommodate the minimum sized parking place with sufficient clearances adjacent to this new vehicle crossing. Officers have also been unable to identify another location nearby where it would be possible to consider the installation of an additional permit holder parking place to offset the loss of parking as a result of these changes.

8. The Cabinet Member will be aware that the public have a legal right to gain access to their property from the highway. When determining an application for a new vehicle crossing, Section 184 of the Highways Act gives guidance to Highway Authorities in so much as they are only able to ensure that, so far as is practicable, there is safe access to and egress from the premises and there is a need to facilitate so far as practicable the passage of vehicular traffic in highways. The Highways Authority should also take into consideration any physical obstruction preventing the installation. In this case the Council's Highways officers have assessed the points above and have identified no legal basis to reject the application and therefore propose to proceed with the installation of the new vehicle crossing.

9. The removal of a section of parking place outside No. 71 Long Drive will result in the loss of a permit holder parking place. It appears that the new driveway being constructed will accommodate at least one vehicle which will off-set the loss of on-street parking. It is, therefore, recommended to proceed with the changes to the parking outside No. 71 Long Drive as proposed and indicated on Appendix A.

Financial Implications

The estimated cost associated with the recommendations to this report is £1,000, which can be contained within the existing Transport revenue budgets.

RESIDENT BENEFIT & CONSULTATION

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

The recommendation will provide clear access to new vehicle crossing being constructed outside No. 71 Long Drive. Although this will result in the loss of some on-street parking, the off-street parking area being created appears to be able to accommodate at least one vehicle.

Consultation carried out or required

Statutory consultation was carried out between 14th April to 5th May 2021 by the insertion of public notices in a local newspaper, the London Gazette and displayed on site. Additionally, the Council wrote to the residential properties abutting the section of road where the changes are proposed.

No further consultation is required, however, a final notice of making will be required if the

Cabinet Member decides to approve the recommendations of this report.

CORPORATE CONSIDERATIONS

Corporate Finance

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

Legal

The Council's power to make orders relating to parking places is set out in Part IV of the Road Traffic Regulation Act 1984.

If the recommendation is implemented, this report indicates that a permit parking place will be removed and additional waiting restrictions will be imposed on the road. The Council's power to make orders imposing waiting restrictions is set out in Part 1 of the Road Traffic Regulation Act 1984. 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).

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

Availability of off street parking and safe access to the driveway identified in this report are relevant considerations in deciding whether to make this form of order. In considering the 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 recommendation. The decision maker must be satisfied that responses from the public were conscientiously taken into account.

The Traffic Signs Regulations and General Directions 2016 govern road traffic signs and road markings. There are no special circumstances drawn to our attention that would prevent removal of the permit parking place and introduction of waiting restrictions provided that the appropriate statutory procedures are followed.

Infrastructure / Asset Management

None at this stage.

Comments from other relevant service areas

Highways Delivery Manager - see paragraph 8.

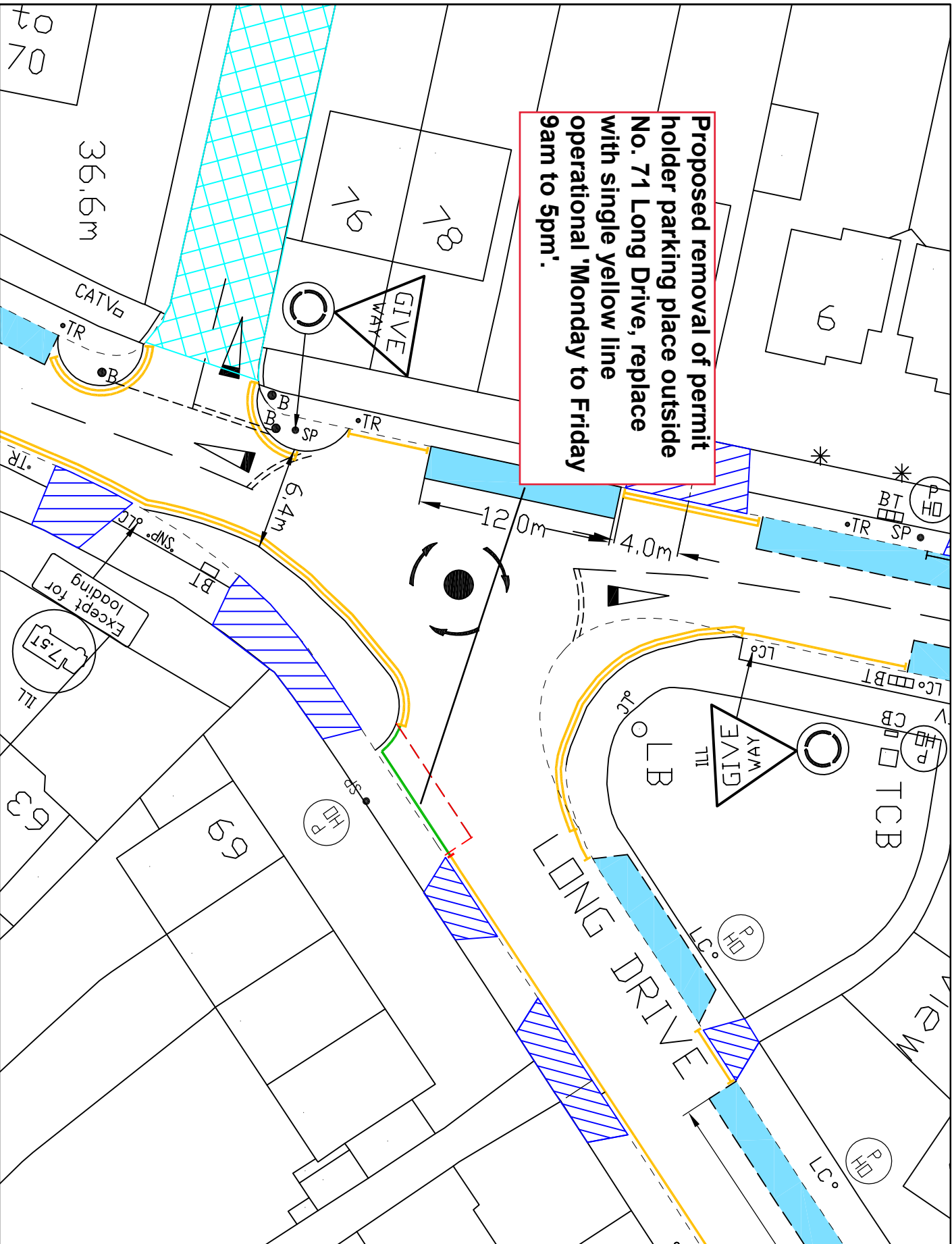
BACKGROUND PAPERS

NIL.

TITLE OF ANY APPENDICES

Appendix A - Plan showing the proposed amendments outside No. 71 Long Drive, Ruislip

Appendix A



Proposed removal of permit holder parking place outside No. 71 Long Drive, replace with single yellow line operational 'Monday to Friday 9am to 5pm'.

KEY	
	EXISTING YELLOW LINE
	BURN OFF ROAD MARKING
	PROPOSED SINGLE YELLOW LINE
	PERMIT HOLDER ONLY BAY
	LAMP COLUMN
	PERMIT HOLDER SIGN
	SIGNPOST

<p>This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of the Map. A statutory declaration is made that the copyright in this map is owned by the Controller of the Map and that the copyright in this map is owned by the Controller of the Map.</p> <p>London Borough of Hillingdon 100019283 ©2020</p>	
<p>HILLINGDON LONDON</p> <p>TRANSPORT & PROJECTS RESIDENTS SERVICES DIRECTORATE Civic Centre 44/46, Main Street, Uxbridge, UB8 3UH Tel No. 01895 271000/01895 250710</p>	<p>Project No. 71 Long Drive, South Ruislip</p>
<p>Description Proposed amendments</p>	<p>Scale NTS</p>
<p>Date KU 12/11/20</p>	